

Write for special details and advantages of placing your **PROMOTION ORDER** with **BERNARDS MEN'S SHOP** COMMERCIAL ROAD, PORTSMOUTH Telephone: 26116 30 ROYAL PARADE, PLYMOUTH

Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

ROYAL NAVY UNIFORMS BERNARDS OFFICERS' SHOP COMMERCIAL ROAD, PORTSMOUTH Telephone: 26116 30 ROYAL PARADE, PLYMOUTH Be assured of close and personal attention to all of your Uniform and Civilian requirements

No. 74 AUGUST 1960

Published first Thursday of the month

Price Fourpence

FOUR-PAGE NAVY DAY SUPPLEMENT INSIDE

Two fine new ships join Fleet the same day

A JUTLAND NAME BACK IN SERVICE

An improved 'Whitby' commissioned

TWO fine ships have joined the Fleet during the last month—H.M.S. Lion and H.M.S. Londonderry. The Lion is the second Tiger class cruiser—the third and last of the class is the Blake which will come into service towards the end of January next year—and the Londonderry is an anti-submarine frigate of the improved Whitby class.

H.M.S. Lion (Capt. J. E. Scotland, R.N.) was commissioned at Swan Hunter and Wigham Richardson's Wallsend on Tyne yard on July 20 in the presence of a large party of distinguished visitors which included the Chief of the Defence Staff, Admiral of the Fleet Earl Mountbatten, who told the officers, ratings and other guests that he was the only officer still surviving that had served in the old Lion which was Admiral Sir David Beatty's flagship at the battle of Jutland.

PROUDEST NAME

Earl Mountbatten told the ship's company "I think you are inheriting the proudest name of the Navy List, but I hope you will never have to emulate the Lion's battle honours." Lion's battle honours range from the Armada to the First World War, and with 16 honours has a list longer than any other Royal Navy ship.

The Chief of the Defence Staff gave to the ship the gun room "tally," he had "appropriated" when the old Lion was being broken up at Rosyth together with a small picture of the old ship's officers and some drawings.

800 SHELLS A MINUTE

The ship's main and secondary armament have a total fire power of 800 shells a minute. Her guns are four six-inch and six three-inch and these are fully automatic and radar controlled. The main armament is mounted forward in two twin turrets, each of the four guns firing 20 rounds per minute. The secondary armament has the very high rate of fire of 120 rounds per gun per minute.

Earl Beatty, son of the Admiral, was present at the commissioning service.

H.M.S. Londonderry (Cmdr. I. S. Primrose, R.N.) was commissioned at Cowes on the same day as H.M.S. Lion, July 20. The commissioning ceremony was conducted by the Vicar of Holy Trinity Church, Cowes, the Reverend Charles Paterson, and it was watched by the Managing Director of J. Samuel White, Ltd., the builders, Sir James Milne and Lady Milne, and other directors and some of the men who had built the ship.

FOR WEST INDIES

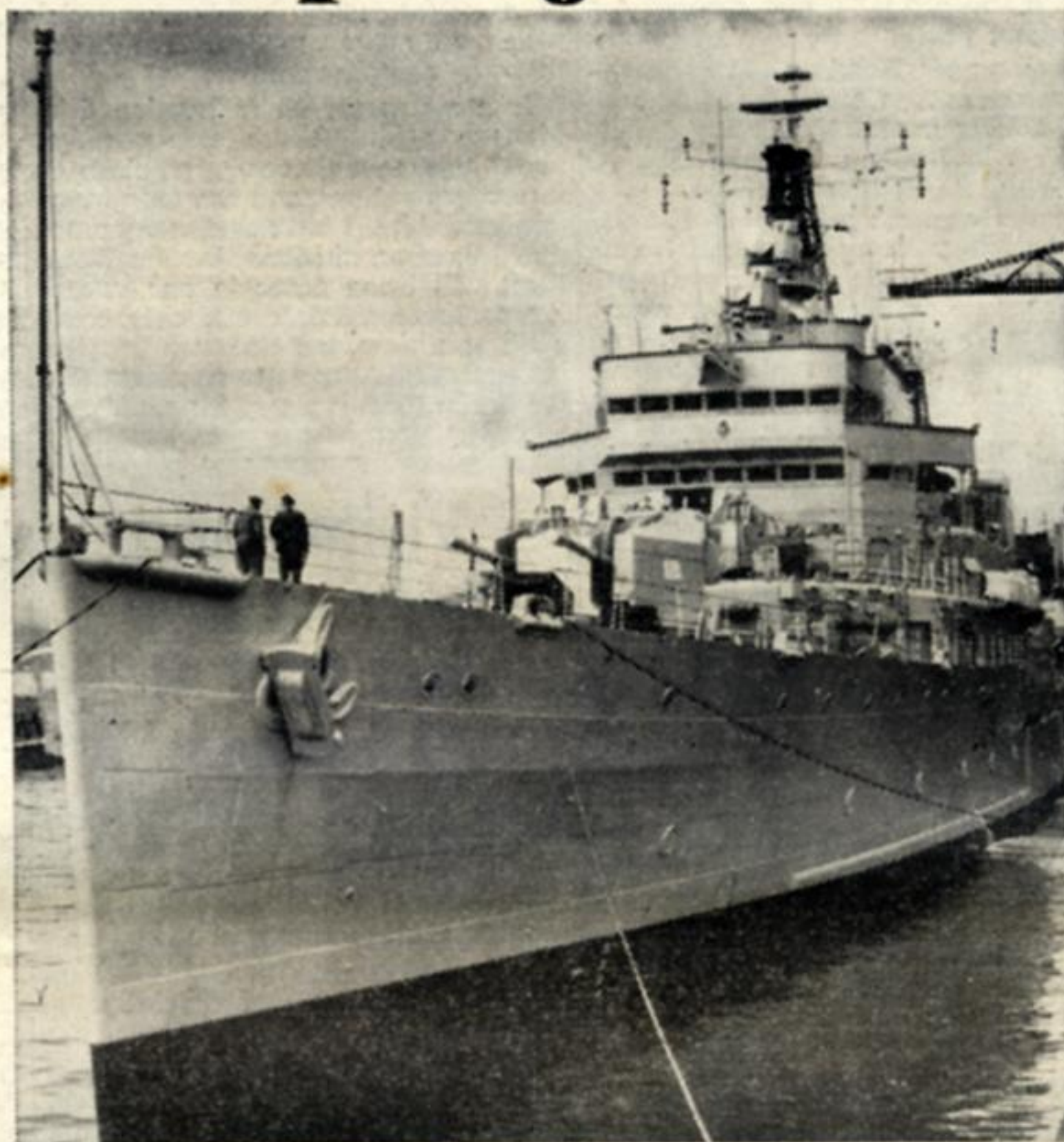
The Mayor and Mayoress of Londonderry, Councillor and Mrs. J. G. Colhoun, were also present.

H.M.S. Londonderry will join the Eighth Frigate Squadron on the West Indies Station after a period in Home Waters.

Part of the ship's company marched to the ship preceded by the Royal Marines band of H.M.S. St. Vincent. Londonderry is the third of the improved Whitby class frigates and to distinguish them from the original Whitbys these ships have been given a new class name—the Rothesays. The other two ships of this class are the Yarmouth and the Rothesay, and it is expected that six more of this class will be built.

Of 2,500 tons and capable of over 30 knots, the ship is armed with two 4.5 guns and two 40 mm. Bofors.

The present Londonderry is the second ship to bear the name, the first being a sloop which served in the Second World War.



H.M.S. Lion in service next year

CHANGES IN FLAG LIST

THE Admiralty announced the following changes in the Flag List, to date July 22:

Admiral Sir Gerald V. Gladstone, G.B.E., K.C.B., has been placed on the Retired List. Acting Admiral Sir Manley L. Power, K.C.B., C.B.E., D.S.O. and Bar, Commander-in-Chief, Portsmouth, is promoted Admiral, and Rear-Admiral R. A. Ewing, C.B., D.S.C., has been promoted to Vice-Admiral.

It has also been announced that Vice-Admiral R. T. Sandars, C.B., is to succeed Vice-Admiral Sir Norman Dalton, K.C.B., O.B.E., next October as Chief Naval Engineer Officer.

Vice-Admiral Sandars will continue to hold his present appointment as Director-General Dockyards and Maintenance, in addition to the appointment of Chief Naval Engineer Officer. The appointment will take effect in October.

Another promotion and appointment that has been announced is of

Instructor Captain C. R. Darlington, R.N., who is to be promoted to Instructor Rear-Admiral and to be Director of the Naval Education Service in succession to Instructor Rear-Admiral Sir John Fleming, K.B.E., D.S.C., the appointment to take effect on October 3.



All the talking in the world won't convince a cigarette smoker that one brand is better than another. It's a matter of personal enjoyment. And the reason why Senior Service have grown in popularity is that more people enjoy them.

WAR-TIME COMRADES DIVE IN THEIR 'OLD SHIP'

ON July 8 H.M.S. Trenchant under the command of Lieut. R. E. England, R.N., and serving in the Fifth Submarine Squadron based

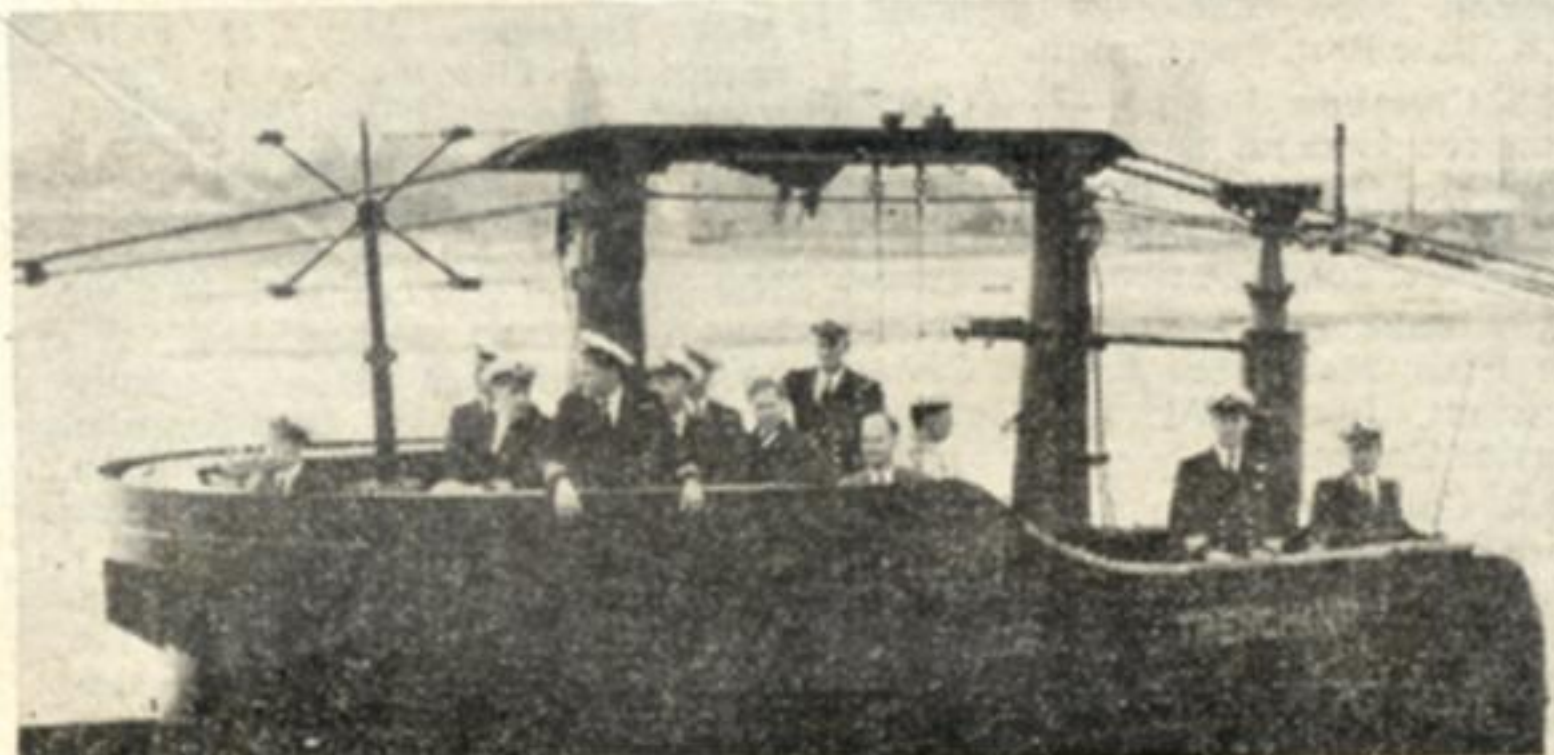
on H.M.S. Dolphin, was called upon to carry out an unusual and pleasant duty.

The Flag Officer Submarines, Rear-Admiral A. R. Hezlet, D.S.O., D.S.C.,

accompanied by Cdr. R. F. T. Tibbatts, D.S.C., R.N., Lieut.-Cdr. M. S. Chambers, D.S.C., R.N., Lieut.-Cdr. R. H. Read, D.S.C., R.N. (Rtd.), Lieut. P. Cullen, D.S.C., R.N. (Rtd.) and Lieut. G. V. Taylor, R.N.R. (Rtd.), embarked in H.M.S. Trenchant at Spithead for a short dive in the Solent before returning in the submarine to Fort Blockhouse.

Admiral Hezlet was the first Commanding Officer of H.M.S. Trenchant, and the occasion was a reunion of officers who had served with him in the Far East during the Second World War.

All of her war-time officers must still have vivid memories of the many successful operations carried out by Trenchant, and no doubt a number, such as the sinking of the Japanese heavy cruiser Ashigara, were discussed whilst they were once again at sea together and at the subsequent cocktail party



Visitors to Trenchant about to sail.



Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth.
Tel: Portsmouth 26421 (Ext. 2194)

EDITORIAL

NAVY NEWS is privileged to publish with this issue a supplement on the state of the Navy today with a foreword by the First Sea Lord, Admiral Sir Caspar John.

It will be noticed from Admiral John's article that it breathes a spirit of quiet confidence in the future of the Royal Navy—a confidence which we share.

NAVY NEWS would like to see more ships—a wish that no doubt Admiral John would also like to see fulfilled—but he is in a position to know the costs of providing these extra ships and the state of our manpower. We cannot always have all that we want.

There is a wonderful future for the officers and men of the Royal Navy—a real future, but this future is only available to the very best. The second best has no future whatsoever.

Pay and conditions of service are excellent. The way is wide open for the young man with drive and intelligence to reach the very top of his profession, and in achieving the heights he will have had an interesting and worthwhile career with opportunities to see the world and its peoples and help, in no small measure, in preserving the peace of the world. For although any navy must, of necessity, be an offensive arm, yet all right-thinking Englishmen will know that the Royal Navy's primary purpose is defence of our islands and the Commonwealth and the life lines upon which we exist and also for the defence of peace.

Once again the Royal Navy is showing itself at Devonport and Portsmouth to the public. Young men—go into the yards and see the sleek modern warships and the keen young officers and the men who man them. Then measure yourselves up against them and ask yourself: "Am I good enough for the Royal Navy?" If the answer is "Yes" then see about it through your schools and so on.

The Royal Navy needs the right type of man.

NEWS OF OTHER NAVIES

White Fleet may kindle flame of hope for world

NEW CONCEPT FOR WAGING PEACE

BY DESMOND WETTERN

EVER since this column first started it has dealt almost exclusively with warships and the officers and men who man them in overseas navies. But while in the Western World we must do whatever is possible to maintain peace and freedom, preparation for war remains an essentially negative policy. We cannot impress on peoples in the Far East or Africa that the Western way of life is superior to that of Communism unless we are prepared to make some positive moves in support of our belief.

The White Fleet means little or nothing to most people in Britain but it may provide that spark which will kindle a flame of hope in all those places in the world where disease, starvation and ignorance make life a living death or at best an eternal struggle to provide the minimum required to support life.

What is the White Fleet? In the words of the man who first dreamed of the idea it is "a new concept for waging peace."

Commander Frank A. Manson today serves as the Chief Public Information Officer in the U.S. Navy Headquarters in London. But the idea of the White Fleet came to him not long after the war. He put the idea down on paper in an essay at the U.S. Naval War College. In the essay he proposed the formation of a fleet of ships which would visit under-developed areas of the world and provide technical assistance to improve the standard of living.

Such assistance would include elementary education, agricultural training, improving nutritional standards by variations in diet and raising the quality of crops, teaching simple engineering techniques, carrying out medical research especially where certain diseases have held sway for generations, providing hospital treatment for severe cases and vaccinations and other forms of protection, supplying electrical power for various projects, providing road and air transport where needed and generally helping people "who want to help themselves and become self-supporting."

In addition, ships of the White Fleet would be available to help in areas stricken by natural disasters such as storms, floods and earthquakes.

INTERNATIONAL SUPPORT

Already the idea is gaining international support. The U.S. Government has agreed to hand over the mothballed hospital ship Hope and this ship will shortly sail for Indonesia. Cdr. Manson hopes that an L.S.T. will be made available so that areas remote from deep water ports can be visited.

Later it is hoped to provide further hospital ships, stores ships, landing ships and even an escort carrier to operate helicopters.

Financial support comes from civilian sources and already several British industrialists have pledged their help. One company has promised to supply a chicken processing plant to combat food-poisoning dangers and another has promised large quantities of a prefabricated building material which will make anything from school desks to complete houses.

In a recent speech in London Cdr. Manson said: "There is something about this plan that suggests faith in future generations and the indestructibility of ships. I have said many times that I have no illusions that the White Fleet will bring peace in one sweeping movement. Peace can only come a bit at a time, but one step forward is worth while and I am confident that the White Fleet is a step forward."

Visitors will 'hear' cannon last fired at Trafalgar

NAVY DAYS visitors at Portsmouth will have an opportunity of observing the firing of one of the cannons of H.M.S. Victory, last fired, probably, at the Battle of Trafalgar.

The cannon was tested at Whale Island in December last and found to be safe for use.

The crew of 13 will be dressed in the rig used during the time of Nelson, but instead of a solid shot of 24 lb., which, with a full charge, could penetrate 2 ft. of oak at 1,000 yards or 3½ ft. at 360 yards, the "shot" will be of papier-mache and the powder "charge" will be about 1½ lb.

This will create quite an impressive "bang."

LETTER TO THE EDITOR

Battleships at Leyte

SIR,—I have read with interest your editorial in the July issue of "Navy News" and, in particular, the paragraph commencing "the Battle of Leyte, when the Japanese lost three battleships—none of the United States battleships took part in the sinking of them." According to "The Battle for Leyte Gulf," by C. Vann Woodward, the United States battleships took part in the sinking of one of the Japanese battleships.

The Musashi was sunk by U.S. carrier-borne aircraft near the San Bernardino Strait and was, incidentally, the only Japanese battleship to have been sunk entirely by air attack up to that time.

The Yamashiro was sunk by torpedoes from numerous United States P.T. boats and destroyers in the Surigao Strait. The Fuso, already damaged by torpedoes, was fired on by United States cruisers and battleships and hits were observed on the Fuso after the battleships had opened fire, the Fuso sinking some time later. It is not known which United States battleships scored hits on the Fuso, but West Virginia, Tennessee, California and Maryland opened fire. The case of the Yamashiro and Fuso is interesting as they and their supporting vessels enabled Admiral Oldendorf to succeed in fulfilling the gunnery admiral's dream of "T-ing" the enemy's column.

Yours,
IAN E. CLARK.

Crossways,
Trimdon,
Co. Durham.

(By Editor.—Mr. Clark is, of course, quite right, but it must be pointed out that at the time the Yamashiro was sunk by Admiral Oldendorf's destroyers, the Fuso was also hit, but had not been put out of action. The Fuso pressed on accompanied by the cruiser Mogami and eventually came under fire from Oldendorf's cruiser and finally came the turn of his old, but modernised battleships. During this confused period both the Fuso and the Mogami were hit repeatedly, the Fuso being sunk about half an hour after the battleships had first opened fire.

It may sound like splitting hairs but this particular part of the battle has been referred to as the Overture.

The main Japanese force under Vice-Admiral Kurita in which were six battleships was defeated without the aid of the American battleships.

A most interesting account of the battle, short and easily understandable even by those without a knowledge of naval battles, is contained in Captain Donald Macintyre's book "The Thunder of the Guns—a Century of Battleships" (Muller, 30s.).

Breakdown did not spoil day

THE annual outing of the T.A.S.I. Association this year was a crowded day but a most enjoyable one. The main item of the day was a visit to Faraday House in London.

The coach taking the party left H.M.S. Vernon at half-past eight and should have reached London at eleven o'clock but owing to a breakdown near Guildford was an hour late. The disappointment of the passengers was alleviated at—appropriately enough—a local hostelry, "The Jolly Sailor."

As the coach pulled alongside at the luncheon rendezvous at Putney Bridge, "mine host," Norman Little, an ex-T.A.S.I., was waiting to secure the mooring lines.

In spite of the late piping of "Up spirits," and perhaps because it was rather late, it was more than welcome and settled the stomachs and nerves so badly shaken by the rough passage.

Faraday House proved to be a tremendously interesting building and although time was against the party, the tour of the electronic section made members stop to ask question after question on the operation of so vast and complex a system.

The Continental Exchange was next on the list, with its 2,500 young ladies and this was almost too much. The thought of all of them talking at once made the mind boggle. After taking tea in the Ladies' Canteen—an experience not to be forgotten in a hurry—the party reluctantly left the home of Telephonics and were whisked away to H.M.S. President.

The evening at the Palladium was enjoyed by all, including the artistes, who responded to the high spirits of the members in an admirable manner.

WEEKEND LEAVE

TRIUMPH COACHES

3 Edinburgh Road, Portsmouth
Phone 20947

Operate the following Official Express Service for Service Personnel EVERY WEEKEND

LEEDS	...	43/6
BRADFORD	...	43/6
HUDDESFIELD	...	40/6
SHEFFIELD	...	36/3
NOTTINGHAM	...	31/6
LEICESTER	...	26/6
NORTHAMPTON	...	21/6
LIVERPOOL	...	40/4
MANCHESTER	...	38/6
NEWCASTLE-UNDER-LYME	...	32/6
STAFFORD	...	31/6
WOLVERHAMPTON	...	26/6
BIRMINGHAM	...	25/6
COVENTRY	...	23/6
WARWICK	...	20/6
BANBURY	...	17/6
OXFORD	...	15/6
PLYMOUTH	...	26/6
DRUMBRIDGES	...	21/6
EXETER	...	19/6
BRISTOL	...	17/6
SALISBURY	...	8/3
GLOUCESTER	...	25/6
SWINDON	...	18/6
CIRENCESTER	...	21/6
MARLBOROUGH	...	15/6
READING	...	11/6
PORTLAND	...	15/6
From Fareham	...	14/6
LONDON	...	12/6

All these services will take the following route for the convenience of Service Personnel: R.M. Barracks, Eastney; H.M.S. Vernon; Royal Sailors' Home Club, Queen Street; R.N. Barracks, Unicorn Gate, Stanley Rd. for H.M.S. Excellent; H.M.S. Phoenix; R.A.O.C., Hilsea Barracks, Cisham, Hornes Town Quay, Fareham. Also booking up at H.M.S. Ariel at cheaper rate.

N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

Write, phone or call
TRIUMPH COACHES
3 Edinburgh Road, Portsmouth
Phone 20947

DRAFTING FORECAST

AS ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home sea service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

SUBMARINE COMMAND

H.M.S. Alcide, August, at Devonport for service in 5th Submarine Squadron.

H.M.S. Finwhale, at Birkenhead for service with 5th Submarine Squadron.

H.M.S. Tiptoe, September, at Devonport for service in 1st Submarine Squadron.

H.M.S. Tabard, September, at Malta for service in 4th Submarine Squadron.

H.M.S. Taciturn, October, at Portsmouth for service in 2nd Submarine Squadron.

H.M.S. Seraph, October, at Chatham for service in 5th Submarine Squadron.

H.M.S. Tapir, October, at Malta for service in 4th Submarine Squadron.

H.M.S. Alaric, November, at Devonport for service in 2nd Submarine Squadron.

GENERAL

H.M.S. Parapet, August 5, at Malta for Foreign Service.

H.M.S. Loch Alvie, August 16, at Devonport for trials. (Commissions September 27 for General Service Commission) (Home/Arabian Seas and Persian Gulf) (18 months). U.K. Base Port under consideration.

No. 825 Squadron, August 16, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Victorious).

H.M.S. Victorious, August 16, at Portsmouth for General Service Commission, East of Suez/Home (19 months). U.K. Base Port, Portsmouth.

H.M.S. Lewiston, August 31, at Ports-

mouth for Home Sea Service. U.K. Base Port, Rosyth.

H.M.S. Brave Swordsman, end August, at Portsmouth for Home Sea Service. U.K. Base Port, Portsmouth.

No. 893 Squadron, September 1, at R.N.A.S. Yeovilton for Overseas Service (H.M.S. Centaur).

H.M.S. Centaur, September, at Portsmouth for Home Sea Service. (Commissions December for General Service Commission) (Home/East of Suez) (22 months). U.K. Base Port, Portsmouth.

H.M.S. Caesar, September 13, at Rosyth for trials. Commissions November 22 for Foreign Service—Far East.

H.M.S. Shoulton, September, at Portsmouth for Home Sea Service. U.K. Base Port, Rosyth.

H.M.S. Rhyll, September 20, at Portsmouth for Home Sea Service. Commissions April for General Service Commission, Home/East of Suez (23 months). U.K. Base Port, Portsmouth.

H.M.S. Keppel, September 20, at Chatham for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Caprice, September 29, at Singapore for Foreign Service (Far East).

H.M.S. Crane, October 12, at Singapore for Foreign Service (Far East).

H.M.S. Forth, October, at Devonport for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Duchess, November 8, at Portsmouth for trials. (Commissions January 3, 1961, for General Service Commission. Med./Home. 24

months). U.K. Base Port, Portsmouth.

H.M.S. Diana, November 22, at Devonport for trials. (Commissions January 17, 1961, for General Service Commission. Med./Home. 24 months). U.K. Base Port, Devonport.

H.M.S. Diamond, end November, at Chatham for trials. (Commissions February 7, 1961, for General Service Commission. Med./Home. 24 months). U.K. Base Port under consideration.

H.M.S. Plymouth, December 1, at Devonport for trials. Commissions April 11, 1961, for General Service Commission. Home/Med. (23 months). U.K. Base Port, Devonport.

H.M.S. Leopard, December 6, at Portsmouth for General Service Commission. Home/South Atlantic and South America (24 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Insh, January 10, at Rosyth for General Service Commission. Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Battleaxe, January 17, at Portsmouth for General Service Commission. Med./Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Crossbow, January 17, at Chatham for General Service Commission. Med./Home (24 months). Place of commissioning and U.K. Base Port under consideration.

H.M.S. Blake, end January, at Clyde for trials. Home Sea Service Commission. June, 1961, for General Service Commission.

H.M.S. Cook, end January, at Singapore for Foreign Service.

H.M.S. Belfast, February, at Singapore for Foreign Service, Far East.

H.M.S. Troubridge, February 28, at Portsmouth for General Service Commission, Home/West Indies

(24 months). U.K. Base Port, Portsmouth.

700 Z Flight, February, at R.N. Air Station, Lissiemouth, for I.F.T.U.

H.M.S. Whirlwind, March, at Rosyth for trials.

H.M.S. Anzio, March, at Malta for Foreign Service.

H.M.S. Eastbourne, April, at Chatham for General Service Commission, Home/East of Suez (20 months). U.K. Base Port under consideration.

H.M.S. Chichester, April, at Chatham for General Service Commission, Home/East of Suez (18 months). U.K. Base Port under consideration.

H.M.S. Berwick, April 18, at Belfast for General Service Commission, Home/Med. (21 months). U.K. Base Port under consideration.

H.M.S. Loch Lomond, April at Chatham for General Service Commission. Home/Arabian Seas and Persian Gulf (15 months). U.K. Base Port under consideration.

H.M.S. Tiger, May, at Devonport for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Carysfoot, May, at Singapore for Foreign Service (Far East).

H.M.S. Trafalgar, May, at Portsmouth for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth.

H.M.S. Dunkirk, May, at Devonport for General Service Commission, Home/Med. (22 months). U.K. Base Port, Devonport.

H.M.S. Broadsword, May Commissioning port under consideration. For General Service Commission, Home/Med. (23 months). U.K. Base Port under consideration.

H.M.S. Scorpion, May, Commissioning port under consideration. For General Service Commission, Home/Med. (23 months). U.K. Base Port under consideration.

MOTORING NOTES

The motorist is never at fault

SLOW IN AND FAST OUT IS CORNERING ADVICE

ALTHOUGH last month's article dealt with the frightening trend in road accidents in Home Air Command, this trend is not confined to that Command alone; it is a general trend. Readers may have noticed that of the three examples quoted, two were due to skidding and it seems fairly clear that many accidents are a direct result of inability to judge, under constantly changing conditions, just what is going to happen next. Lack of anticipation and judgment are surely the biggest causes of accidents.

ROAD CONDITIONS

Many road users are tempted to follow the national Press in blaming the roads for accidents. Poor old roads, it is never the motorist who is at fault. Readers would be quite shocked if they read some of the excuses entered in accident claim forms. "I braked and due to the road conditions I skidded"; "There had been a heavy storm and when I braked my wheels locked and I skidded into a lorry"; "Due to the weather conditions the road was greasy and I was unable to pull up in time." How refreshing it would be occasionally to read: "I am a bad driver, quite unable to judge when my car will skid on a wet road, and I have no idea what to do if my wheels lock when I put the brakes on. As a result, entirely due to my own negligence, I struck a lorry on the other side of the road." But no motorist will ever admit his faults.

DRIVING TRICKS

A few days ago the writer had an interesting chance to test a technique of braking on a slippery road. Descending Drayton Lane on Portsdown Hill he was faced by another car climbing the hill with insufficient room to pass and the road very wet and slippery. First application of the brakes caused an immediate front-wheel slide across the road, which could have proved awkward. However, by releasing the brakes to regain steering control and immediately reapplying them, and repeating this about six times in

as many yards, brought the car to a safe halt. This is a well-known trick which works, so that next time any of you find yourselves out of control through braking on a slippery road, just try releasing the brakes and try again, but do it quickly before the emergency develops too far.

Another precaution which always pays dividends is to look in your driving mirror whenever you put your brakes on hard. The chap behind you may be caught unawares and the quick glance behind may give you the chance to pull forward out of the way before you are rammed. This precaution paid the writer only recently when a lorry skidded sideways behind him. By the time the lorry arrived the writer's car was well out of the way in the middle of the road.

Braking on a corner can, of course, be disastrous. The experienced driver always enters a corner slowly and drives through on the engine—"slow in and fast out" is the policy for safe cornering.

A. E. MARSH.

New look for a new decade

The Naafi girl's traditional headband is soon to disappear and with it the familiar beige cotton overall. The old uniform is to be replaced by a trim, new, blue dress in a mixture of nylon and rayon.

A special feature of the new uniform is the replacement of the embroidered Naafi crest by a marcasite brooch in the shape of the new Naafi device—a symbolic "N" in the form of three interlocked chain links representing the three Services. In the case of the brooch the "N" will be surmounted by the symbol of the Service relevant to the unit with which the girl serves; the Royal Navy crown, the Army crown, or the albatross of the Royal Air Force.

Aboard ship too, there will be a new look. Male staff are now being issued with a smart new jacket in light grey.

H.M.S. TEREDO VISITS NAGASAKI

FOR the first time since 1947, one of H.M. Submarines visited the port and city of Nagasaki in Japan last June. The last submarine to visit the port was H.M. Submarine Affray.

H.M.S. Teredo, a modernised "T" class submarine, belongs to the Tenth Submarine Squadron based on Singapore in the Far East. The Commanding Officer of Teredo is Lieut.-Cdr. J. S. F. Burrage, Royal Navy, and A./C.P.O. J. Gibbs, C.E.R.A. Grace, and C.P.O.M.(E) P. Williams are the senior members of her ship's company.

The visit was thoroughly enjoyed by Teredo's ship's company and by the inhabitants of Nagasaki. More than 5,000 visitors walked through Teredo in the two "open to visitors" days. Teredo's football team played the local team from the Mitsubishi shipbuilding yard and beat them 6-1.

One instance of the intense interest which this visit aroused was the local television programme which covered the arrival of H.M.S. Teredo and the exchange of calls between her Commanding Officer and the Mayor of Nagasaki.

more Vale branches of the Association and other local organisations.

The general conclusion at the end of the evening was—"We must have all this again soon."

A coach load of members of the branch, their wives and friends, went to Plymouth on June 25 for the annual conference and they wish, publicly, to express their thanks to Plymouth branch for making such splendid arrangements for entertainment in the evening.

Admiral Sir Clement Moody died at Fleet on July 8. He was 69.

H.M.S. Lincoln, fourth of the Salisbury class aircraft direction frigates was accepted from her builders on July 7.

reunion at the Festival Hall when Cheam and Worcester Park will be present in force.

NOT YET FIXED

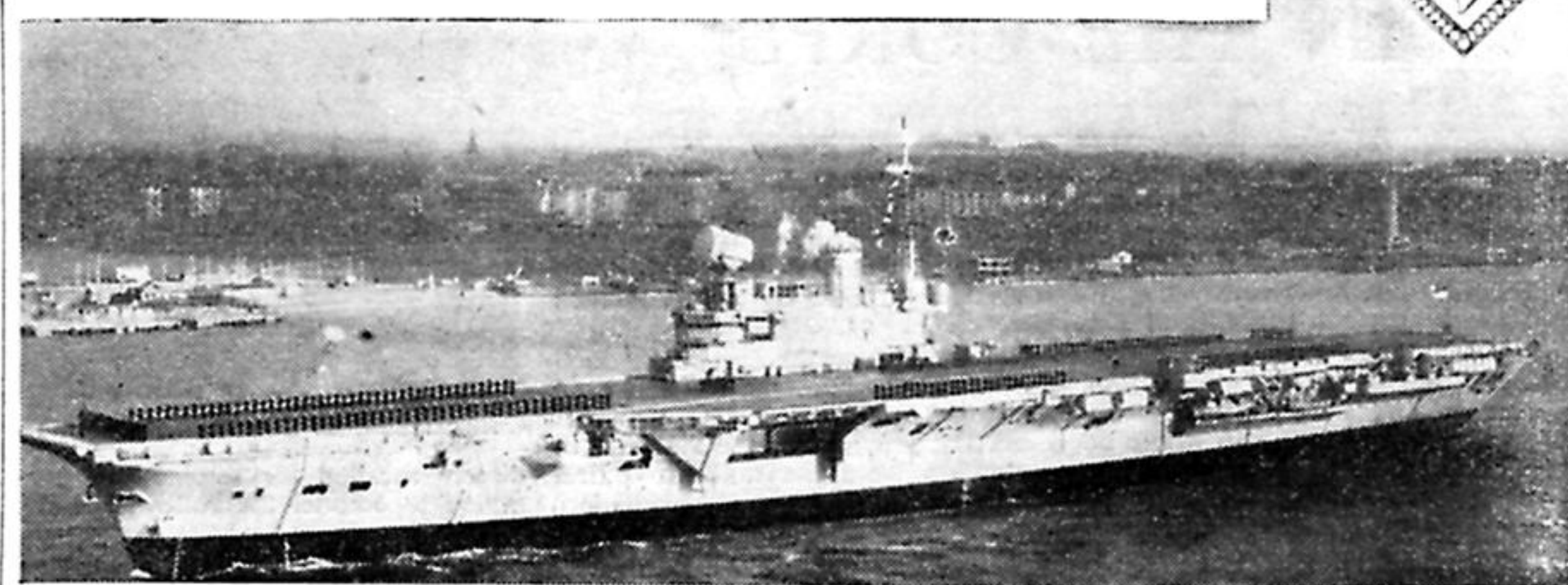
The cups and trophies presentation night has to be fixed yet. This is the one night of the year when Cheam extends hospitality to other branches.

The honorary treasurer, Shipmate Cort, attended the Annual Conference at Plymouth. The branch members will get full details from Shipmate Cort through the branch news letter, but it was cheering to hear that 18 new branches have come into commission but disturbing to know that 14 had paid off.

The delegate from Cheam could not get a seconder for a motion regarding publicity for the Association and it appeared that interest wanes after the lunch recess. If this is a fact it is a pity for, in fairness to

SHIPS OF THE ROYAL NAVY

No. 57 H.M.S. HERMES



H.M.S. Hermes (Capt. D. S. Tibbitts, R.N.) was built by Messrs. Armstrong Whitworths (Shipbuilders) Ltd., Barrow-in-Furness.

She was laid down on June 21, 1944, launched by Lady (then Mrs.) Winston Churchill on February 16, 1953, and she was accepted for service in November, 1959.

Known as the Hermes (Modernised) Class, to distinguish her from the Centaur Class, of which she was originally a sister ship, she was of 22,500 tons standard displacement. Her length is 744 ft. (o.a.), and her overall beam is 130 ft. Draught is 28 ft. She can carry 45 aircraft. Her total complement is 1,400.

The ship's angled flight deck, steam catapult, mirror-landing sight and 3-D radar makes her first rate operationally. Every effort has been made to ensure that accommodation for officers and men will compare favourably with any other warship, and she has cheerful, well-lit messes with comfortable bunks which can be collapsed during the daytime so as to provide maximum recreational space.

In accepting the ship on behalf of the Admiralty from her builders, Capt. Tibbitts said: "I am very pleased and proud of H.M.S. Hermes."

The builders, the designers and the workmen are very proud of Hermes, and it is with the courtesy of Messrs. Armstrong Whitworths that we are able to publish the cutaway picture in the supplement in this issue.

The last Hermes was also built by Messrs. Armstrong Whitworths between January, 1918, and February, 1924. She had an overall length of 598 ft. and she carried 20 aeroplanes.

The aircraft complement of Hermes includes Supermarine Scimitar Strike fighters (nuclear and cannon arma-

ment). De Havilland Sea Vixen all-weather fighters fitted with Firestreak air-to-air missiles, Westland Whirlwind and Wessex anti-submarine helicopters and a flight of Fairey Gannet Airborne Early Warning aircraft.

ACCIDENTAL DEATH VERDICT

At the resumed inquest on the four men who lost their lives when the Naval liberty boat was in collision with the steamer Brading in Portsmouth harbour on May 13 a verdict of accidental death was returned.

The Coroner, Mr. David Childs, said neither vessel would give way and he warned the jury that they were not entitled to consider who was to blame.

Later he said the question of who was to blame may be considered in other quarters.

LORD LIEUTENANT OF HAMPSHIRE

HAMPSHIRE'S new Lord Lieutenant who will succeed the Duke of Wellington is to be Lord Ashburton, who lives at Itchen Stoke House, Alresford. Lord Ashburton has been a Vice-Lieutenant of the County since 1951, and he takes up his new appointment next month.

The Duke of Wellington, whose home is Stratfield Saye House, between Basingstoke and Reading, retires on August 21, when he will be 75. He has been Lord Lieutenant since 1949, and was Lord Lieutenant of London from 1944 to 1949, after serving in the Grenadier Guards from 1939.

The Duke of Wellington will continue in office as Governor of the Isle of Wight.

Lord Ashburton is a magistrate and has been a member of Hampshire County Council since 1945. He is 62, and devotes most of his time to public affairs, mainly in Hampshire.

The average pay for manual workers in British industry is more than £14 a week.



COMING HOME ON LEAVE? ON YOUR WAY OVERSEAS?

Wherever you're going to be, you'll need a car on arrival. Buy a new Hillman, Humber, Sunbeam now from E.M.A. Ltd. Portsmouth. If yours is an extended posting, take advantage of our special export scheme—you buy at export prices. Let E.M.A. make all the arrangements—export formalities, insurance, shipping, everything. Call at our showroom or write to us to-day—your car can be on its way tomorrow; or waiting for you when you dock! Or it can be purchased on the home delivery plan for use in this country before you sail.



BUY A

HILLMAN MINX

through

ROOTES OVERSEAS DELIVERY PLAN

E.M.A. LTD.

MAIN DEALERS FOR HUMBER, HILLMAN, SUNBEAM CARS

E.M.A. LTD. Grove Road South, Southsea

Tel. PORTSMOUTH 23261

ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate.

To Acting Chief Engine Room Artificer
MX 803678 A. J. S. Graham, MX 844760 B. S. Watkinson, MX 766878 P. W. J. Taylor, MX 667771 L. A. Raine, MX 766847 D. G. B. Blackler, MX 803665 R. S. Collins, MX 778323 F. Bateman, MX 667754 D. S. Allen.

To Master At Arms
MX 801804 P. J. Foster.
To Acting Chief Radio Electrical Artificer
MX 833460 A. G. Gissing.

To Chief Petty Officer
JX 163497 J. Featherstone, JX 188597 J. K. Overton, JX 581671 C. G. Hefford.

To Chief Engineering Mechanic
KX 93008 A. E. Cox, KX 117331 A. W. J. McCreadie, KX 97465 L. St. Ledger.

To Chief Painter
MX 802592 A. Johnston.

To Acting Chief Ordnance Artificer
MX 52315 R. Willcocks.

To Acting Chief Electrical Artificer
MX 857336 J. A. Curtis, MX 803774 J. H. Tyler.

To Chief Electrician
MX 844025 J. Gould, MX 844261 D. Elliott.

To Chief Petty Officer Writer
MX 832476 B. H. Sampson, MX 841235 H. E. C. Taylor.

To Chief Radio Communication Supervisor
JX 162835 A. H. Fairley, JX 712710 T. Gardner, JX 712166 J. F. Jones, JX 712895 A. H. Pratt, JX 778100 W. H. Burke.

To Chief Communication Yeoman
JX 292861 R. N. Jones.

To Acting Chief Aircraft Artificer
A. D. Hopkins, L/FX66955; E. J. Wootten, L/FX100199; D. K. Freeman, L/FX669384; M. A. Hughes, L/FX513306; G. B. Dyer, L/FX669795.

To Acting Chief Aircraft Artificer (O)
P. G. Foster, L/FX668382.

To Chief Air Fitter (AE)
H. S. Loftis, L/FX822838; M. J. Bone, L/FX788749.

To Chief Air Fitter (O)
F. H. Davie, L/FX772482.

To Chief Airman (AH)
E. Lamb, L/FX670681.

To Chief Airman (SE)
J. Todd, L/FX720076.

To Chief Airman (Phot.)
D. J. Evers, L/FX835267.

To Chief Electrician (Air)
K. C. G. Warrander, L/FX848108.

To Acting Chief Radio Electrical Artificer (Air)
D. W. Barrie, L/FX857641.

To Acting Chief Radio Electrical Mechanician (Air)
R. Mellor, L/FX686262.

Last of the 'Red Marines' Retires

FIFTY-THREE YEARS IN THE CORPS

Three marriage ceremonies in one day—none legal

DISCREET, but sometimes extremely personal questions, put to refugees from the Saintonge and Gironde departments of France helped to make possible the famous "Cockleshell Heroes" raid in 1942 by Royal Marine canoeists on German shipping at Bordeaux.

Did you do your courting along the banks of the River Gironde? Was there a favourite spot among the bushes where you knew you would be unobserved? Where did you go for your riverside picnics?

The intelligence officer responsible for these enquiries—the answers enabled the raiding force to be told of places along the banks where they could hide during the day—left the Service last month after 53 years' continuous man's service in the uniform of the Royal Marines.

He is 69-year-old Colonel Samuel Bassett, C.B.E., whose home is at Beaconsfield Road, Claygate, near Kingston. He was the oldest serving Royal Marine, the last of the old "Red Marines"—the R.M. Light Infantry—still on duty and had worked with the Naval Intelligence Department of Admiralty for 32 years.

The Bordeaux raid was only one of hundreds of similar operations for which Colonel Bassett and his staff provided advance intelligence. He set up the Inter-Services Topographical Department, an organisation that was to provide detailed information to planners and force commanders on the terrain, beaches, geology and soil cover. For their first office, he and two others were allocated a disused lavatory in Admiralty, but before the end of the war the staff of several thousands of many nationalities were housed in colleges in Oxford.

Now the holder of awards from many countries, including the Russian Czarist order of St. Stanislaus with Swords, Colonel Bassett joined the Royal Marine Light Infantry as a private in March, 1907, after running away from a school at Wimbledon where he was being educated for a career in the church.

GENTLEMAN JACK

"Gentleman Jack" he quickly became called in the austere barrack rooms of the R.M. Depot, Deal, by his compatriots, many of whom could barely read and write, because of his knowledge of languages and for presuming to lecture the Colonel in charge over the Latin of the Corps' motto.

He was among the first to be commissioned in August, 1915, under Sir Winston Churchill's "Mate Scheme"—the first provision in the Marines for promotion from the ranks to officer—and his first ship as a subaltern was the first Dreadnought from which he believes he was the last officer still serving.

The chance of fate soon afterwards probably helped to save his life. He was sent on a special course to Deal, but was hurriedly withdrawn to join the cruiser Isis because of a scare that the German Fleet was at sea. The course, he afterwards discovered, was for officers to undertake special tasks on the Zeebrugge raid. Three other officers promoted from the ranks who were on the course were killed.

He afterwards joined the Royal Marine Forces in the Aegean, where because of his knowledge of Russian he was detached as a staff captain to the Army of the Black Sea. It was there that he met his wife Zoya, a White Russian, whom he first saw barefooted among the refugees.

THREE

MARRIAGES IN ONE DAY

He next met her when, in charge of a camp for 15,000 homeless from Russia on the Greek island of Lemnos, he called for a volunteer to help in interpreting duties. He married her on Lemnos, first in a tented church of the Russian Orthodox Church, next on board a Naval cruiser and finally at a civil ceremony.

Later he was to discover that not one of the three ceremonies were legal, but Somerset House, when he applied for a marriage allowance, ruled that legally all that was necessary was intention and that by three marriages in one day he had more than proved his intent. A certificate of marriage was accordingly issued.

After service in the Mediterranean, he held appointments in Naval Intelligence Department and as Staff Officer (Intelligence) at the Cape and also at Colombo. He was recalled to his Intelligence duties at Admiralty at the beginning of the last war and when he retired in April, 1944, was im-



Colonel Samuel Bassett, C.B.E., R.M.

mediately recalled for service and promoted to colonel the following year.

PROUD MOMENT

Colonel Bassett's proudest moment—when he played the piano with the full Royal Marine orchestra at Chatham in Bach's Brandenburg Concerto.

His proudest recollection—an introduction by a young Earl Mountbatten to H.R.H. The Duke of Windsor, then Prince of Wales, with whom he had many subsequent meetings. Recently he received a message from the Duke wishing him enjoyment in his retirement after service from private to full colonel.

His unfulfilled ambition—to be still serving when his grandson, now at Pangbourne, joins the Royal Marines. There would then have been three generations of the family in the Corps.



Pembroke House, administered by the R.N.B.T., for elderly ex-service men.

NEW BOWLING GREEN FOR PEMBROKE HOUSE

THE men of the Royal Naval Barracks, Chatham, through the Welfare Committee, continue to show their very great interest in Pembroke House, the Home, administered by the Royal Naval Benevolent Trust, for elderly ex-naval men.

At a ceremony on June 27, Commodore L. W. L. Argles, D.S.C., opened the new bowling green provided by the welfare committee by sending down the first wood.

The woods were supplied by the St. Mary's Island Canteen Committee. There is no doubt that the new green will provide the elderly residents of Pembroke House with a considerable amount of pleasure.

The Royal Navy won the United Service Challenge Cup at Bisley on July 7, beating the R.A.F. by 10 points and the Army by 36 points.



Officers of the tenth Hermes with their guests from the ninth one.

Survivors from ninth Hermes visit the tenth SHIP SAILS FOR MED.

IT IS NOT ONLY BOYS WHO LOVE THE SEA

GIRLS, as well as boys, share the love of the sea which is this island's heritage and this love can be indulged in with the aid of the Girls' Nautical Training Corps, an organisation open to girls between the ages of 14 and 20.

The Corps is one of the three constituent corps of the National Association of Training Corps for Girls and its aims are to foster a healthy open air life and to give girls, in their spare time, the companionship and pleasures of a nautical training.

One born each minute

GLANCING out of his small public house one lunch time the publican was delighted to see a coach draw up.

The first man inside introduced himself to the landlord as being in charge and he whispered that the occupants of the coach were from a mental home, but that all were quite harmless. He said the inmates had been saving up beer bottle tops for the past year and that they would pay for their liquor in that medium but the landlord was not to worry—he would be settled up when the coach left.

Good business was done and when the inmates had got into the coach, the spokesman for them asked for the bill.

The landlord said that it was £10 9s., but in the circumstances he would settle for £10.

The spokesman then said "Oh! good—have you change for a dust-bin lid?"

Although activities are basically in character, they are combined with domestic subjects, citizenship and sport. Girls can learn about history and tradition of the Navy, ships, winds and tides, Morse and semaphore, sailing, boat-pulling, canoeing, swimming and so on.

The Corps is uniformed and cadets wear a smart navy uniform similar to that of the W.R.N.S., but with the Corps' own distinguishing badges. One annual feature is a week's training on board T.S. Foudroyant in Portsmouth harbour. Here officers and cadets live as a ship's company, sleeping in hammocks and learning boating, sailing, signalling and many other nautical activities.

The Sunbury and Walton Unit has recently taken over some premises in Walton and named their new "ship" G.N.T.C. Ship Undaunted because it is so similar.



Chief, Portsmouth, officially named the ship on July 7. The yacht, presented to the Royal Navy (Portsmouth), had already raced prior to the ship of Meon Maid, run by H.M.S. Collingwood.

H.M.S. Hermes sailed from Portsmouth on July 5 for Gibraltar and is now engaged on trials and exercises in the Mediterranean—the first time for 20 years that a Hermes has sailed those waters.

It was in April, 1942, that the previous Hermes was sunk by Japanese fighters off Ceylon. Many survivors had a re-union on board the new Hermes recently at Portsmouth and a most enjoyable re-union it was indeed.

Hermes spent June alongside at Portsmouth, but the stay was not without incident. It was a very busy month. During the month the first Westland Wessex helicopter ever to land on the ship simply happened to be very much in the minority and find it well nigh impossible to pierce the Ration Allowance mentality of the masses who appear to regard service life as being a nine to five business with "no calls after mid-day Friday thank you"—officers and men alike, said to relate.

And what is to be done about this problem. There is so much else to do, so much paper to push round and round in ever decreasing circles (with the inevitable ending). The incredible thing is that this state of affairs is very largely confined to the U.K. only—vastly different from the Mediterranean or Far East, etc. We require a shot in the arm—and as all things in an organised service such as ours start at the top then THIS must come from the top—so "come on my Lords, what about a bit more practical backing."

MORE THAN PERTURBED—

SERVICE

for Service people

When you bank with the Westminster, you get service all along the line. First, the Westminster has a special Navy Branch at 26 Haymarket, London. This has been open since 1772 and is, in consequence, well acquainted with the kind of financial problems you meet with in the Navy. Next, the Bank has branches at Chatham, Portsmouth and Plymouth which are always at your service (as also are nearly 1,200 branches in other towns throughout England and Wales). Finally, the Westminster Bank operates abroad through a world-wide system of agents and correspondents. If you would like to know more about our service to the Senior Service, write for the booklet 'Westminster Bank to Her Majesty's Ships'



WESTMINSTER BANK
LIMITED

Navy Branch: 26 Haymarket, London, S.W.1

Head Office: 41 Lothbury, London, E.C.2

Have YOU a personal problem . . . ? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated

WEARING OF SQUARE RIG

I, as with most others of my fellow sick berth ratings, dislike intensely the prospect of wearing square rig after three or more years with the privilege of wearing the much-valued fore and aft rig.

I cannot deny that my feelings in this respect could be compared with those of any person who feels that he is about to become the subject of a breach of contract.

I am also aware that this feeling is almost certainly shared by our allied branches, to wit, writers, supply, cooks and stewards.

In view of Their Lordships declared policy of improving Service conditions, amply implemented of late, is it not possible to hope for a "reprieve" in this matter of rig?

With every respect, and anxious not to offend, can John English advise whether there is any legal basis whereby Their Lordships may be respectfully petitioned to consider a stay of "execution"?

I have yet to meet any shipmate of the seaman and other branches not concerned who does not feel that it looks and is incongruous for a sick berth tiffy to be dressed in sailor's rig.

I cannot agree with your views about this. In the 1956 A.F.O. in which this change was announced Their Lordships stated: "the advantage of the new Class II uniform is that it is a smart, handy uniform instantly recognisable as Naval . . . by extending Class II uniform to all ratings below Petty Officer, the status, smartness and efficiency of the lower deck as a whole will stand to gain." If you really think about it, you cannot, surely, deny that square rig is much smarter than the fore and aft rig now worn by junior ratings. If you can picture any division of "miscellaneous" ratings in fore and aft rig, and compare it with a division of seamen in square rig, the much smarter appearance of the latter is surely very marked. I should make it quite clear here that I hail from a "miscellaneous" branch, and have no bias in favour of the seamen!

Your contention that Their Lordships are committing any breach of contract is of course incorrect, since nothing about the rig you would be entitled to wear was included in the conditions of service you were offered on recruitment. I suggest also that your sweeping statement that writers, stores assistants, cooks and stewards to a man dislike the change is quite untrue. I know of several ratings, who had good prospects of advancement to petty officer before January 1, 1961 (the date on which the change is to be completed) and who changed into square rig straight away because they preferred it.

Your seamen friends may think it incongruous for S.B.As. to be dressed in sailor's rig, but is it any less so for stokers, electricians and airmen?

The wearing of the old Class III uniform, if anything, has made us appear different from, and inferior to, our shipmates. In fact we are their equals but not their betters.

It is high time that we in the supply and sick berth branches realised we are all sailors—and that we should be proud of it.

GENERAL SERVICE MEDAL

I have a feeling I might be entitled to the General Service Medal. I served aboard H.M.S. Unicorn from 1952 to 1954. I took a sports party from Port London to Port Swettenham by bus, and all of us were armed as we had to be close to the Malayan jungle. The occasion which I feel may make me entitled is when I was in charge of escort and prisoner. I took them from Singapore to Kuala Lumpur, then again from there to Changi to the Army Detention Quarters. We had to go through the jungle by train and travel overnight and had to keep watches as we were passing through dangerous ground. We were all fully armed with rifles etc. It took well over 24 hours there and back by train.

If I am entitled could you inform me of the number of the A.F.O.? Perhaps you could inform me to whom I should apply.

I am in the Recruiting Service.

I have looked into the qualifications laid down for the award of the medal for service in Malaya during the period of the Emergency there and find that the qualification for the award was "one day's service ashore on duty in the Federation of Malaya employed as an integral part of the Security Forces. . . ."

It would seem from what you have told me that you do not qualify and I feel that had you qualified the Commanding Officer H.M.S. Unicorn would have arranged for the medal to be awarded. However, if you are not entirely happy about this, I suggest you ask the Recruiting Officer to apply to the Director of Navy Accounts for an official decision.

I regret that I cannot quote you the number of the relevant A.F.O. since A.F.O.s. are classified restricted.

I go to pension (fifth five) on December 17, 1961. Am I getting the run-down bonus of £250? I have had several different answers but none the same.

Do I get any increase of bonus on the new scheme that starts in April, 1960?

If you go to pension on December 17, 1961, you will definitely receive the £250 grant, as this is payable during the run-down period "of about five years" which started on April 4, 1957.

You will also receive the new rates of pension and terminal grant payable under the pay code which came into force on April 1.

SOUND AND LIGHT

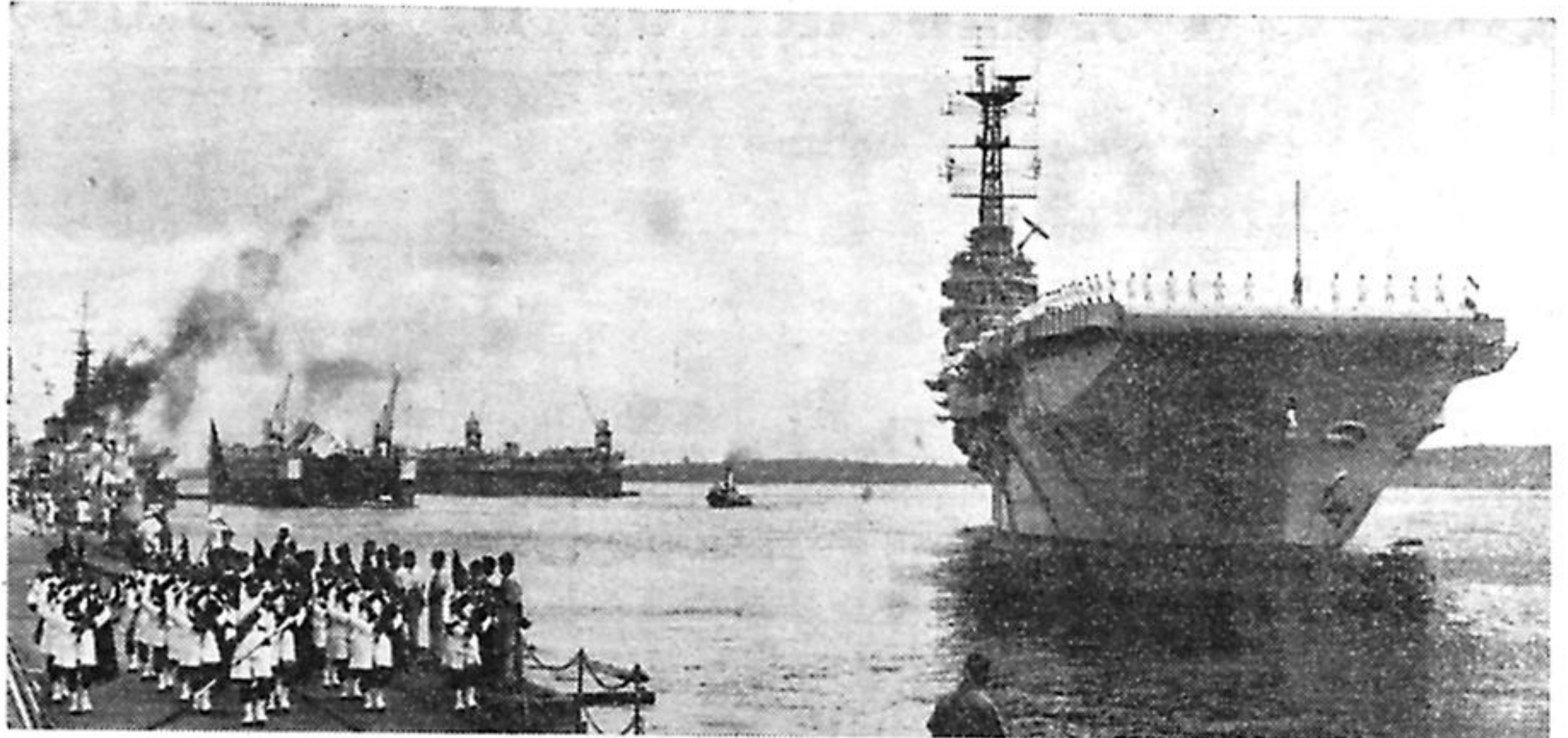
THE "Son et Lumiere" now taking place nightly in Portsmouth Dockyard is an event which should not be missed.

Do not be put off by the foreign title. It just means "Sound and Light."

The nightly spectacle is the history in sound and light of the world's most famous warship and of the men who served in her, with particular reference to the one man who helped to make her famous—Admiral Lord Nelson.

Visitors find themselves not just watching a show but seemingly, without them being aware of it, actually taking part in a piece of history.

COMMANDO CARRIER AT SINGAPORE



H.M.S. Bulwark with No. 42 Commando, R.M. (Lieut.-Colonel F. D. Crombie, R.M.), arrived off Singapore on June 7. About a quarter of the Commando—about 150 officers and men—were disembarked by helicopters of 848 Squadron. The remainder left the ship when she docked at the Naval base. The Commando is to be based at R.N. Air Station, Sembawang, during its stay in the Far East. On her arrival at H.M. Naval Base, Singapore, the ship with Naval and Royal Marine personnel lining her decks was greeted by the pipe band of the 2nd Gurkha Brigade.

In Memoriam

Anthony Ernest Strange, Naval Air Mechanic 1 (E), L/F.927336, H.M.S. Fulmar. Died June 10, 1960.

John Edmund Throssell, Engineering Mechanic 1, D/K.964249, H.M.S. Russell. Died June 12, 1960.

Michael John Bird, acting Leading Engineering Mechanic, C/K.941823, H.M.S. Centaur. Died June 12, 1960.

Robert Walter Maxted, Engineering Mechanic 1, C/K.941753, H.M.S. Centaur. Died June 12, 1960.

Henry Devlin McKirdy, Engineering Mechanic 1, P/K.970886, H.M.S. Centaur. Died June 12, 1960.

Roy Kelly, Junior Engineering Mechanic 1, P/K.979500, H.M.S. Centaur. Died June 12, 1960.

Anthony John Hillion, Electrical Mechanic (Air) 1, L/FX.915104, H.M.S. Heron. Died June 12, 1960.

Michael John Anderson, Naval Airman 2, L/F.976117, H.M.S. Ark Royal. Died June 14, 1960.

John Forrest, Electrical Mechanic (Air) 1, L/FX.895505, H.M.S. Ariel. Died June 17, 1960.

James Slater, P.O. Engineering Mechanic, P/KX.92724, H.M.S. Sultan. Died June 23, 1960.

Edward Charles Enoch Palmer, Leading Seaman, P/JX.566667, H.M.S. Victory. Died June 24, 1960.

Clifford Harry Griffiths, Radio Electrical Mechanic (Air) 1, L/F.961495, H.M.S. Heron. Died June 25, 1960.

Ernest Johns, Able Seaman, D/JX.219843, H.M.S. Forth. Died June 26, 1960.

Spencer Ralph, Electrical Mechanic 2, P/M.967491, H.M.S. Girdle Ness. Died July 2, 1960.

Colin Henry Grimmer, Able Seaman, P/J.957075, H.M.S. Vanguard. Died July 9, 1960.

Ronald William Smith, Engineering Mechanic 1, P/K.978646, H.M.S. Protector. Died July 10, 1960.

Newton Abbot standard works overtime

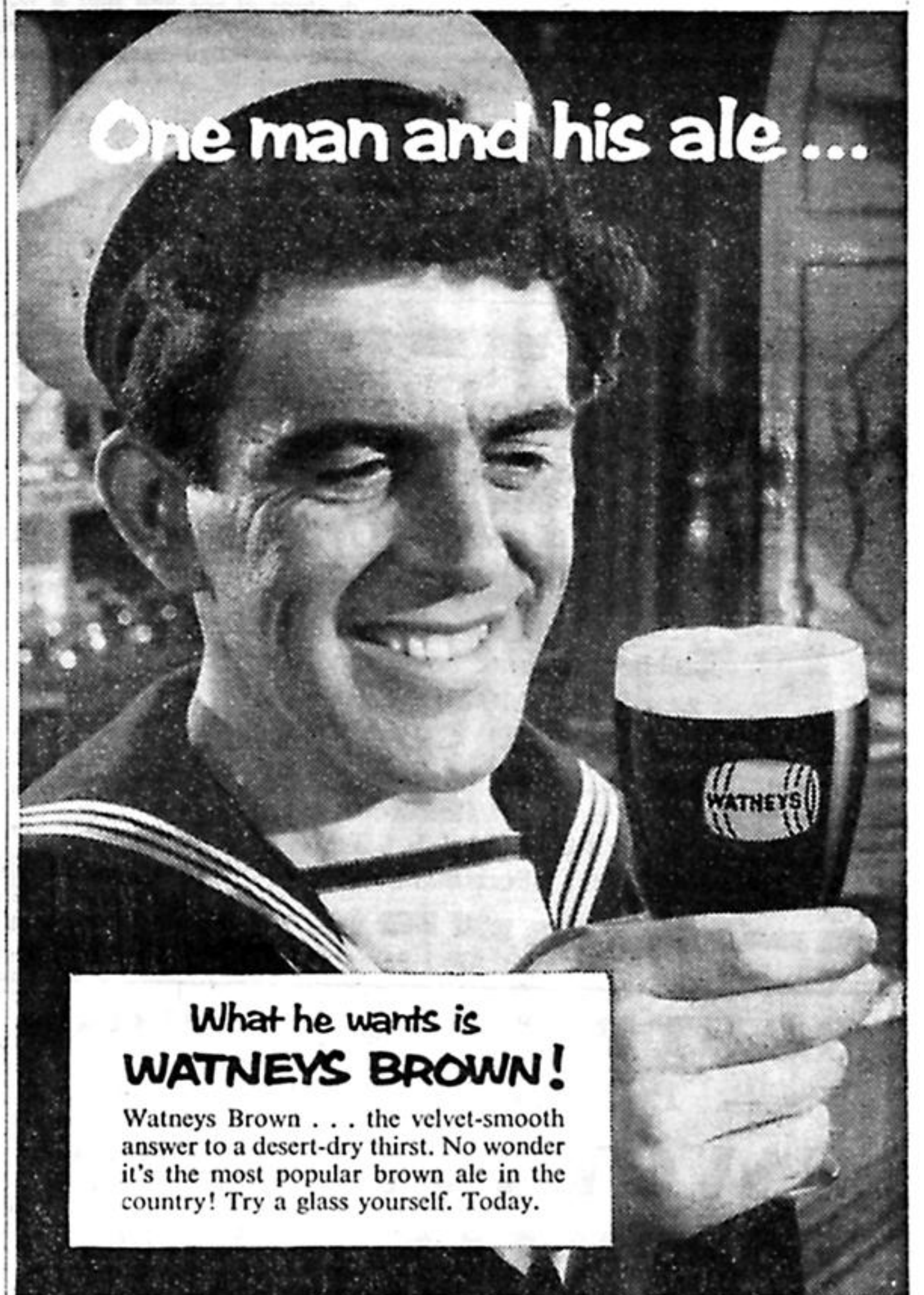
THE Standard of the Newton Abbot branch of the Royal Naval Association was on display three Sundays running recently. On each occasion, the standard bearer, Shipmate R. Dolbear, carried the Standard with the smartness required of his position.

The first occasion was at Plymouth for the conference and the parade the following day. The second occasion was when, with Shipmate W. G. Langridge, the branch chairman, the standard bearer attended the civic

service at the invitation of the chairman of the Newton Abbot Urban District Council at the Congregational Church.

Then on July 10, with founder chairman Shipmate R. Rendle and Shipmate chairman W. G. Langridge as escorts, the standard was at the service held for the laying-up and dedication of the Torbay and District Branch British Limbless Ex-Servicemen's Association standard at the Church of St. Mary Collaton, Paignton.

On June 24 the Newton Abbot branch entertained at its headquarters about 42 visitors from the Royal Marine Cadets Parents' Association, Plymouth. The occasion was a most enjoyable one and on leaving the visitors presented the branch with two engraved brass plaques.



What he wants is
WATNEYS BROWN!

Watneys Brown . . . the velvet-smooth answer to a desert-dry thirst. No wonder it's the most popular brown ale in the country! Try a glass yourself. Today.

What we want
is **WATNEYS**

BROWN ALE : PALE ALE : HAMMERTON STOUT : DAIRYMAID STOUT

CRACK NAVY SHOT PICKED FOR OLYMPIC TEAM

Lucky for birds he only watches

CHIEF Engine Room Artificer Anthony Clark, of Hollybrook Avenue, Shirley, Southampton, has been selected to represent Great Britain in the rapid-fire pistol event at the Olympic Games in Rome later this year.

In the final trials at Bisley C.E.R.A. Clark, who is 35, topped the scores of the Olympic possibilities. The National Small-Bore Rifle Association—responsible for the Joint Shooting Committee for Great Britain—describes Clark as a "natural marksman with a wonderful temperament."

He represented the U.K. as a small-bore pistol shot in the European Championships in Milan last year and

has previously represented the Navy in small-bore rifle, service rifle, pistol and sub-machine gun events, winning the service revolver championship three years running.

For such an accomplished marksman, C.E.R.A. Clark has an unusual

hobby—ornithology. It is lucky for the birds that he only watches them.

He is getting married shortly after the Olympic Games to ex-Wren Julie Boughton, who is now a secretary/ shorthand typist living in South Norwood.



C.E.R.A. Clark—service revolver champion for three years

C-in-C Portsmouth opens £400,000

Block SEA-GOING SERVICES MUST COME FIRST

THE only "person" who seemed at all dissatisfied at the opening of the new Chief Petty Officers' and Petty Officers' block in the Royal Naval Barracks, Portsmouth on July 8 was "Buster" the barracks bulldog mascot.

Owing to the inclement weather the opening ceremonies had to be held in the drill shed and "Buster" so far forgot himself by showing his complete boredom and his handler had to take him away.

The new £400,000 block was opened by the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power) in the presence of a distinguished gathering of officers, C.P.O.s, and P.O.s, their wives and their friends. Among those present, in addition to the Commodore The Viscount Kelburn, the present Commodore I noticed Rear-Admirals J. Y. Thompson and A. A. F. Talbot, his predecessors in that appointment. A prime mover in the project who could not be present was Vice-Admiral C. L. G. Evans who was Commodore of the barracks when the building was first planned.

After inspecting the guard and after the Reverend H. S. Fry, Chaplain of the Naval barracks, had delivered a prayer, the Commander-in-Chief referred to the new building as a milestone in the progress made regarding new accommodation for officers and men of the Royal Navy.

He mentioned that the Naval barracks, which were opened in 1903, replacing hulk and accommodation ships moored in the harbour one of which was H.M.S. Victory herself, and reminding his audience that although those buildings, put up nearly 60 years ago were then considered to be the last word in accommodation for men of the fleet. Indeed, they were considered to be so luxurious that questions were asked in Parliament concerning the cost of them, virtually no change in those buildings was made until after the end of the last war.

It was necessary after the war to repair certain buildings which had suffered from bomb damage and two blocks, Anson and Howe, occupied by junior ratings were completely modernized.



The Commander-in-Chief entering the new block.

It was not easy to discern accurately the requirements of the future and it was not until 1955 that the picture became clear enough to go ahead with new accommodation for senior ratings.

SHIPS MATTER MOST

The Commander-in-Chief also referred to the fact, and asked those present to remember, that the right place for men of the Royal Navy was in ships at sea and that it was only after the requirements of the sea-going fleets had been met that money could be spared for shore establishments.

Admiral Power congratulated the architects and builders on the erection of such a stately and suitable building stating that it would accommodate 174 C.P.O.s and P.O.s in single cabins and another 30 in overflow dormitories.

He considered that the cost of about £400,000 had been well spent and he finished his remarks by saying what a privilege it was for him to open the Trafalgar Block and what a privilege it was for the C.P.O.s and P.O.s to live in the comfort which they so richly deserved.

The Commander-in-Chief and all the guests then toured the new Block and afterwards were entertained by the new occupants. Admiral Power cutting a cake to celebrate the christening.

Just one sour note. A most superb building has been erected and no expense has been spared in the furnishings and decorations. And yet the beds supplied are old iron bedsteads—some sadly in need of a coat of paint—and mattresses almost as hard as the bedsteads. A pity—just that ha'porth of tar!



The sumptuously appointed Chief Petty Officers' bar.

A second Tribal is launched FRIGATE TO CARRY HELICOPTER

THE second ship of the new Tribal class of General Purposes frigates was launched and named Gurkha at the shipyard of John I. Thornycroft and Co., Ltd., Southampton, on July 11.

The naming ceremony was performed by the Lady Carrington, wife of the First Lord of the Admiralty, in the presence of H.R.H. the Crown Prince of Nepal and officers of the Brigade of Gurkhas. The religious service was conducted by the Right Reverend Kenneth E. N. Lamplugh, M.A., Bishop of Southampton. The military band of the Brigade of Gurkhas, which was taking part in the 1960 Royal Tournament, was also present.

The Gurkha, whose standard displacement is approximately 2,500 tons, will be of all-welded prefabricated construction. Special attention has been given to the prevention of corrosion in the hull which is 360 ft. in length and has a beam of 42 ft. 6 in.

CAN CARRY HELICOPTER

Her armament comprises two 4.5 inch guns in single mountings, controlled by a radar-operated fire-control system, two 40 mm. guns and anti-submarine mortars. The latest mark of warning radar is also being installed. She and her sister ships are the

first frigates designed to carry a helicopter for anti-submarine purposes.

Like her sister ship the Ashanti, which was launched last year, the Gurkha's propulsion machinery will consist of a combination of both steam and gas turbines. The steam turbines will provide power for normal cruising and manoeuvring and the gas turbines, operating the same propeller shaft, will give immediate power for high speed steaming and getting under way in an emergency.

The design of this machinery, which is remotely controlled at all powers was evolved by close co-operation between Admiralty, Yarrow and Co. Ltd., and Associated Electrical Industries.

The ship's complement is expected to be about 13 officers and 237 ratings. Air conditioning has been installed in all major compartments such as the enclosed bridge, the large operations room and all living spaces. Accommodation and amenities for the ship's company will include bunk sleeping, cafeteria messing, power points for personal electrical equipment and labour saving electrical cleaning equipment.

The Tribal class will be the first frigates to be fitted with Denny Brown stabilizers.

Four previous ships of the Royal Navy have borne the name Gurkha. The third, one of the famous Tribal class of destroyers of the Second World War was lost through enemy bombing during the Battle of Narvik in 1940. The fourth was a destroyer of the Laforey class which was re-named during construction as a tribute to the fine fighting qualities of the Gurkha regiments. It was sunk by a U-boat during convoy escort duties in the Mediterranean in January, 1942.

**Life is pleasant
in a *Nicholls* home**

Architect designed houses and bungalows
near PORTSMOUTH and GOSPORT
WITH OIL-FIRED CENTRAL HEATING
from £2,250 Freehold | £115 deposit
Write for details and illustrated brochure | and 64/- per
JOHN C. NICHOLLS LTD. week.
Farlington . Portsmouth

Royal Marines Searchlight Tattoo

A holiday attraction for thousands of visitors on the Kent coast—the Royal Marines Searchlight Tattoo—takes place at the R.M. Depot, Deal, on Thursday, Friday and Saturday, July 28 to 30 and on Monday, Tuesday and Wednesday, August 1 to 3.

Married Quarters Rosters at Portsmouth

THE state of the Portsmouth Port Married Quarters rosters on June 29 shows that, for ratings not entitled to priority, there is an average waiting time of 5½ months.

On the date mentioned the date of application of the Chief Petty Officer at the top of the general roster was February 26 and the estimated waiting time for such ratings was 4½ to 5½ months. For Petty Officers the waiting time was 5 to 6 months and for Junior Ratings the waiting time was 5½ to 6½ months.

The numbers on the general roster were 74 Chief Petty Officers, 111 Petty Officers and 347 Junior Ratings.

The Married Quarters Officer also maintains a Priority Roster and the numbers on that roster on June 29 were three Chief Petty Officers, seven Petty Officers and 11 Junior Ratings.

Lord Carrington, First Lord of the Admiralty, accompanied by the Naval Secretary, Rear-Admiral F. R. Twiss and the Principal Private Secretary Mr. P. D. Nairne, visited the Flag Officer Sea Training at Portland on July 15.

MISS AGNES WESTON'S ROYAL SAILORS' RESTS



at DEVONPORT—(new Rest just opened in Albert Road)
PORTSMOUTH—(Edinburgh Road) and LONDONDERRY—(Foyle Street)
provide comfortable accommodation, modern restaurants, TV
and games rooms, and many other amenities.

See "ASHORE AND AFLOAT" for details of Christian fellowships.

Head Office: 31 Western Parade, Southsea.

A.M.P. BONUSES INCREASED AGAIN

Substantial increase for fourth successive year. Very low premiums and high bonuses provide outstanding life endowment value.
Illustrations from Mr. W. Judley Steyn
374 London Road, Portsmouth.
Telephone: Portsmouth 60551.

AUSTRALIAN MUTUAL PROVIDENT SOCIETY
73/76 King William Street London E.C.4. Telephone MANsion House 6823

SOUTHSEA'S Two MOST — POPULAR BALLROOMS —

SAVOY . . . SOUTH PARADE
KIMBELLS . . . OSBORNE RD.
SOUTHSEA

AVAILABLE FOR ALL

Ships' Company Dances

whether a Submarine—Destroyer—Battleship or Aircraft Carrier
OVER 50 SHIPS' DANCES CATERED FOR LAST YEAR

Wire—Write—or Phone, Portsmouth 32275

Make your first "Port o' Call" for Dancing

The Savoy Ballroom Radio Band Every Friday

At your service . . .



REMOVALS and WAREHOUSING
PACKING FOR SHIPMENT

13 Clarendon Road, Southsea

Telephone
21515

NEPTUNE'S SCRAPBOOK



Rear-Admiral N. E. H. Clarke, C.B., has been placed on the Retired List to date July 8.

Admiral Clarke has held several important appointments in an engineering capacity. He became Deputy Director of Dockyards (Administration) in 1957 and from January to September, 1958, he was Director of Fleet Maintenance. Since November, 1958, he has been Command Engineer Officer and Chief Staff Officer (Technical) of the Staff of the Commander-in-Chief, Portsmouth.

Rear-Admiral K. St. B. Collins, C.B., O.B.E., D.S.C., has been placed on the Retired List to date July 8.

Qualifying for hydrographic duties in 1925, Admiral Collins has spent most of his service in the Hydrographic service, became Assistant Hydrographer in 1953 and Hydrographer of the Navy in June, 1955.

Rear-Admiral W. W. H. Ash, A.M.I.E.E., is to be Deputy Director of the Electrical Engineering Division (S) of the Ship Department, Admiralty, in succession to Mr. J. C. Thompson, C.B.E. The appointment is to take effect on November 1.

Admiral Ash was an electrical fitter apprentice at H.M. Dockyard, Portsmouth, from 1922 to 1927, and after qualifying as an electrical engineer at the R.N. College, Greenwich, and serving in a variety of Admiralty appointments ashore and afloat, entered the Royal Navy as an electrical specialist with the rank of Commander in 1949.

Rear-Admiral G. B. Teale, C.B.E., is to be Chief Staff Officer (Administration) on the Staff of the Commander-in-Chief, Portsmouth, in succession to Rear-Admiral R. W. Palford, C.B., C.B.E. The appointment is to take effect in August.

Apart from one short period during the early part of the war, Admiral Teale was secretary to the late Admiral of the Fleet Sir Rhoderick McGrigor from 1938 to 1955.

The following were promoted to Rear-Admiral to date July 7:

Captain E. G. Irving, O.B.E.; Com-

modore J. C. C. Henley; Captain W. J. Munn, D.S.O., O.B.E.; Captain (Acting Rear-Admiral) R. V. Brockman, C.S.I., C.I.E., C.B.E.; and Captain G. B. Teale, C.B.E.

The following officers have been appointed Naval Aides-de-Camp to the Queen from July 7, 1960: Capt. M. F. Andrew, O.B.E., R.N.; Capt. H. N. C. Willmott, D.S.O., D.S.C. and Bar, R.N.; Commodore R. W. F. Northcott, C.B.E., D.S.O., Capt. K. Williamson, D.S.O., R.N.; Capt. J. Howson, D.S.C., R.N.; Capt. M. L. Hardie, D.S.C., R.N.; Commodore G. F. M. Best; Capt. B. C. Durant, D.S.O., D.S.C., R.N.; Capt. G. H. Ashby, O.B.E., R.N.; Capt. W. A. Stewart, O.B.E., R.N.; Capt. K. M. Symonds, D.S.C. and Bar, R.N.

Mr. A. R. M. Jaffray has been appointed Principal Private Secretary to the First Lord of the Admiralty in succession to Mr. P. D. Nairne, M.C., who will become an assistant secretary at the beginning of August.

During the war Mr. Jaffray served in the Royal Naval Volunteer Reserve.

THE NOBLE GAME OF 'UCKERS'

THE request for the rules of "Uckers," recently published, brought forth the following from Mr. J. W. Lee, of Kelly College, Tavistock, Devon.

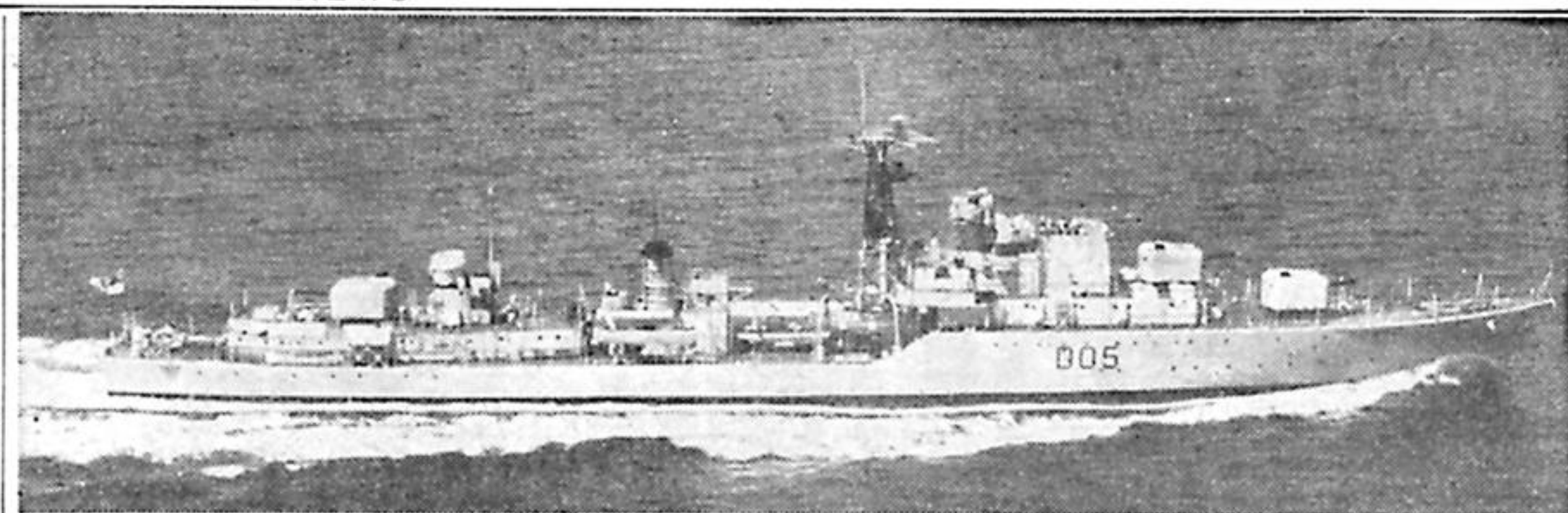
The request took his mind back some 30 years when "Uckers" was a No. 1 sport in the fleet. In those days the rules were always the same no matter what part of the world it was played.

Start was made after throwing for a six but the teams never moved a counter. That "work" was always done by four men from the audience, picked beforehand. Your opponent could be knocked off a square if you threw a number that would take your counter to his square. "We never double banked a counter so that the opponent could not pass."

Mr. Lee goes on to mention a few details. Teams dressed in full war-paint. On meeting, teams always gave their war cry, visiting teams first, and then came the most important part of the ritual—the massage. The massage, ten minutes of hard rubbing with lubricating oil on all joints. The massage was repeated when a man got his counter "home."

Mess played mess, ship played ship, and the eventual fleet winners would be towed around the ships of the fleet, the trophy raised high for all to see.

In cold print the game may not sound exciting, but the dressing up, the ritual, and the rules, simple though they were, carried out to the letter, made "Uckers" contests a real occasion.



Germans give Daring great welcome HELSINKI HIGH SPOT OF CRUISE

A LARGE number of the townspeople, accompanied by a German Military Band greeted H.M.S. Daring when, accompanied by H.M.S. Crossbow and H.M. Submarines Talent and Thermopylae, she entered Bremen, the Free Hanseatic City, in early May.

Bremen is a city of very noticeable differences in architecture, ranging from the modern concrete and glass city centre to the Rathaus and church which are in the typical and characteristic style of the Hanseatic buildings of 400 years ago.

The friendliness and open hospitality of the German people was most marked and visits were made to the Borgward Motor Works, the Kaff Hag Works and the local docks.

Many of the visitors sampled the local "hot dog"—a sausage about ten inches long sandwiched in a roll about two inches thick. The local beer was brewed with typical teutonic thoroughness and was very good and cheap.

When the ships were open to visitors over 4,000 passed over the gangway to Daring alone in one afternoon.

Daring's next port of call was Helsinki, which was holding a Buy British week, and many British goods were displayed in the shops.

The hospitality of the Finnish people was literally the end (no pun intended)—it ranged from a dance for 500 ratings to a tennis party for four. Visits were paid to many local indus-

tries—the most notable being the Brewery run and the trip to Suomenlinna which is a fortress island at the mouth of the harbour—the Finns proudly call it the Gibraltar of the North.

The ship's company of Daring rate Helsinki as the number one run of the Commission.

SURPLUS WOMEN

One thing that must be mentioned is the fact that there are about 57,000 surplus women—admittedly no one was seen with about 30 women in tow but it is rumoured that many did very well!

A number of the Ship's Company of the Daring underwent the unusual experience of a Sauna bath—a most refreshing steam bath followed by very cold water, this could be repeated as required. The operation was completed with one being beaten with birch twigs—the result was that not only did one feel cleaner than ever

before but also tingled with a feeling of well-being.

After these two excellent visits Daring took to the hills at Campbeltown at the end of May to recover. At Campbeltown various tests and trials were carried out and the Ship's Company took part in many interesting activities—a Soccer 7-a-side Competition—a series of teams undertaking Sherpa activities in the hills and a Ship's Dance. The ship spent the Whit week-end at Greenock and many went home for the week-end or to Glasgow.

After Campbeltown Daring spent almost a week at Lock Eribol—seven miles away from the nearest bar but still some managed to make Smoo Cave Hotel, others just chased sheep over the hills.

Exercise Fairwind V was a very storm-tossed effort, but the exercise completed, Daring sailed for Bergen and then to Devonport for summer leave.

H.M.S. Daring, name ship of the Daring class destroyers, is commanded by Capt. C. P. Mills, C.B.E., D.S.C., R.N. She was completed in February 1952 and is the sixth ship of the Royal Navy to bear that name. Of 2,810 tons standard displacement she is 390 feet in length (o.a.) can steam at over 30 knots, and has a complement of 18 officers and 276 ratings.

Fatal accident at Navy sports

THE Pitt Street Athletics Ground at Portsmouth was the scene of a most distressing accident during the first Royal Navy Youth Athletic Championships on Saturday, July 16.

Lieutenant-Commander F. D. P. Davis, R.N. (ret.), the Chief Track Judge, was struck on the back of the head by a hammer during the hammer finals. A safety cage was in place but the hammer sailed over the top of the net.

The victim of the accident was taken immediately to the Royal Portsmouth Hospital just opposite the ground but he died on Monday night, July 18.

At the inquest on July 22 a verdict of accidental death was returned. The Portsmouth City Coroner (Mr. P. H. Childs) told the young thrower that he hoped that the accident would not spoil his life. "The best way to forget this is to work as hard as you can."

County hockey player for H.M.S. Ark Royal

MR. L. S. Holman, who recently joined H.M.S. Ark Royal as a coin machine operator/mechanic for the naval canteen service, was presented with an inscribed silver pencil by the East Devon Hockey Club before he left for his home town of Exeter. He is a life member of the club and has played hockey for his country. He now hopes to have the opportunity of playing for his new ship.

The customers got value for their money at Abbotsinch

15,000 AT
AIR DAY

ON Saturday, July 2, the Royal Naval Air Station, Abbotsinch was "At Home" to more than 15,000 local people. Last year when the Station entertained the public, the "out-door activities" were bathed in brilliant sunshine, but this year the organisers were less fortunate for, although the weather was fine and warm, the low cloud base caused the flying display to be amended. Nevertheless, much of the display was both spectacular and amusing and certainly the "customers" felt they got value for money.

Apart from the flying display—which was not unnaturally watched by most of the crowd—the Parachute



Part of the Static Display and a section of the crowd at Abbotsinch.

drop performed by the Scottish Parachute Club, the W.R.N.S. Display which consisted of 20 girls dancing the hornpipe, along with the Judo Club and Sub Aqua Club demonstrations were great attractions with the crowd.

The children, hundreds of whom went home near to being asleep on their feet, thoroughly enjoyed sitting in a mock-up of a Sea Hawk and trying to land a model aircraft on the deck of a model carrier, seeing, swinging "sailing" in a Viking

ship, letting off balloons and riding in the Sanderling train, which was in fact the Farm tractor in disguise, towing some suitable carriages.

When the activities of the afternoon were over and folk had refreshed themselves with tea (or stronger fluids) the Royal Marines Band of Scotland Command "Beat Retreat" and performed that very impressive ceremony of "Sunset" which brought to a close Abbotsinch's most profitable and successful Air Day so far.

A Single Account with Bernards... ...will enable you to purchase your Clothing Requirements and most other items, too

For Bernards provide the facilities of a large departmental store together with a truly personal service and departments include:

Uniform and Civilian Tailoring and Outfitting, Footwear, Sportswear, and Equipment; Fancy Goods, Toys and Games, Cameras and Cycles, Radios, Televisions, Record Players and Tape Recorders; Electrical Appliances, Furniture, Nursery Furniture and Baby Carriages; Cutlery, Watches, Jewellery, Rings, Lingerie and a Gift Service for Chocolates, Biscuits and Flowers.

A Credit Account may be opened for settlement by Admiralty Allotment or Bankers' Order and purchases may be made through any Bernard Branch or Head Office. No claim is made against the estate of a customer in the event of his death.

Full particulars of the Bernard Service will gladly be given on request at a Branch or to Head Office or by any Bernard Representative.

Remember—

You Really Do Buy Better at Bernards

C. H. Bernard & Sons Ltd.

6-8 Queen Street, Portsmouth

Other Branches at: Chatham, Devonport, Weymouth, Portland, Milford Haven, Deal, Skegness, Grimsby, Londonderry, Helensburgh, Dunfermline, Gibraltar, Valletta and Sliema, Malta; and Lossiemouth, Arbroath, Abbotsinch, Brawdy, Kete Cudrose, Worthing Down, Corsham, H.M.S. Dolphin, and I.T.C.R.M. Lympstone. Officers' Shops at Plymouth and Portsmouth. Members I.N.T.A.



Beer was three shillings a bottle but Helsinki trip was a real treat

UNITS OF HOME FLEET IN FINLAND

Many experience a 'Sauna' bath

AFTER an eventful passage from Portsmouth to Kiel in dense fog, H.M.S. Bermuda (Capt. A. D. Robin, D.S.C., R.N.), wearing the flag of the Flag Officer Flotillas, Home Fleet (Vice-Admiral Sir Charles Madden, Bt., C.B.), was joined by the minelayer H.M.S. Apollo (Capt. L. D. Empson, R.N.), the destroyers H.M.S. Crossbow (Cdr. D. Hay, R.N.) and H.M.S. Daring (Capt. C. P. Mills, C.B.E., D.S.C., R.N.), the frigate H.M.S. Blackwood (Lieut.-Cdr. C. E. H. Munro-Faure, R.N.), and a Russian Riga class destroyer (captain not listed) for passage through the Baltic to Helsinki.

The escort proved not unfriendly and indeed found the formation quite photogenic: on approaching Finland she signalled "Bon Voyage" in international code and disappeared over the horizon.

The squadron arrived off Harmaja light at 0830 on May 20 and fired a National salute of 21 guns to the Republic of Finland. Ships entered harbour in bright sunshine, a pleasant contrast to the fog experienced en route, and berthed in two groups right in the centre of the town.

The fine weather continued throughout the visit which had been timed to coincide with an exhibition of British Industrial Design and the appearance of Dame Margot Fonteyn and Mr. Michael Somes dancing as guest artists at the Ballet.

Helicopters took newsreel of the arrival and exceptional coverage was given to the visit by the Press. Members of the Ship's Company featured frequently in interviews on television

and radio and pressmen were in evidence during the official ceremonies, parties and sporting events that subsequently took place.

Many formal and informal entertainments were given both by the Ambassador and his staff, and by the Finns, whose hospitality was extremely generous.

DEAR WHISKY

The cost of living was found to be high compared with that in Britain. Whisky, for example, cost approximately 10 shillings per measure; beer three shillings a bottle and as one officer painfully discovered, bacon and eggs for breakfast in a first class hotel knocked him back 23 shillings and sixpence. Nevertheless many fared very well ashore and this was indicated more by the number of attractive girls waving goodbye from the jetties when the squadron left than by the visits to shipyards and breweries.

The Royal Marine Band proved a great asset in the Flagship and played

A.B. Bill Lowe of Wirral, Cheshire, with a Finnish seven-year-old at a party on board H.M.S. Bermuda at Helsinki.

on many occasions for the public. They took part in a wreath laying ceremony at Hietaniemi and afterwards received great admiration from the crowds as they marched through the main shopping area of Helsinki with two platoons of seamen from H.M.S. Bermuda and H.M.S. Apollo and H.M.S. Bermuda's Royal Marine detachment.

The programme was rather full to allow many sporting activities—a golf match proved particularly enjoyable, played against Helsinki on a delightful course in a parkland of pine trees on the outskirts of the town. The setting was most attractive and the condition of the turf remarkable remembering the ground is covered with ice and snow for seven months of the year. This match was drawn and the results all round were even with the exception of water-polo which we lost, and the football against the Finnish Navy which we won.

THE "SAUNA"

In spite of the climate the Finnish people enjoy their swimming and often bathe in unusually cold conditions. Many officers and men indulged in a "Sauna" bath which is taken by the Finns once every few days and is compulsory in the Finnish Navy once every 10 days. The Home Fleet Guide book describes it as "an exhilarating experience taken in a room the temperature of which has been raised to about 115 deg. centigrade when the body is subjected to mild flagellation with birch twigs... this is followed by a plunge into the lake, or in winter, rolling in the snow."

It is not known exactly how long ago this was written but nowadays the birch twig treatment precedes treatment by women with hard brushes and it is stressed that they are termed "Ladies of the bath" not for their beauty but for their physical prowess with a scrubber.

This ritual was aptly described by a senior member of the British Community in Helsinki who said, "To the Finns, the Sauna is a religion. Personally, I'm Church of England and I don't see any necessity to change it."

The Sauna, however, was responsible for resuscitating many whose stamina began to flag during the latter stages of the visit and was very much appreciated by H.M.S. Apollo's crew who had to find a second wind for a visit to the Finnish Naval port of Turku from May 27 to 30 after the remaining units had departed from Helsinki.

A total of 14,000 people came on board when all ships were open to visitors.

The children's parties, held mainly for orphans, were a great success and a busy and enjoyable week soon came to an end.

Bearing in mind Finland's policy of strict neutrality and its proximity to the Russian border it was thought by many that the reception would be polite and rather cool. Instead, we in the Navy found true and sincere friends, received a warm-hearted welcome and finally left with much reluctance and happy memories of one of the most pleasant visits likely to be encountered in any commission.

Trapped under enemy cruiser

AMAZING EXPLOIT RECALLED

A SPECIAL Order of the Day, issued by the Flag Officer, Submarines, Rear-Admiral A. R. Hezlet, on July 26, recalls an exploit which earned Victoria Crosses for Lieut. I. E. Fraser, R.N.R., and Ldg. Smn. J. J. Magennis.

On July 26, 1945, H.M. Submarines Spark and Stygian with midgeet Submarines X.E.1 and X.E.3 respectively in tow sailed to carry out an attack on the Japanese heavy cruisers Takao and Myoko anchored in the Johore Strait.

X.E.3's target was the Takao and after considerable difficulty and after being trapped beneath the cruiser owing to the falling tide, X.E.3 managed to attach limpet mines to the cruiser's bottom.

X.E.1's target was the Myoko but being delayed her commanding officer placed her charges as close as possible to the Takao.

The attack was a complete success and Takao was severely damaged. She would have sunk had she not been lying in shallow water.

The citation awarding Lieut. Fraser and Ldg. Smn. Magennis their Victoria Crosses stated: "The determination and courage of Lieut. Fraser are beyond all praise... Ldg. Smn. Magennis displayed very great courage and complete disregard for his own safety."

BEQUEATHING OF EYES

"I BELIEVE it may not generally be known that it is possible to bequeath one's eyes for this purpose so that even the poorest among us have it within our power to leave a priceless legacy to mankind."

So writes the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power) when referring to corneal grafting—the modern surgery which makes it possible to arrest threatened blindness and sometimes to restore lost sight.

Admiral Power says that so much support is given throughout the Navy to funds for the blind that it is clear how much sympathy exists for these unfortunate people, and he points out that human eyes, removed shortly after death, can be preserved for subsequent use.

In calling attention to the possibility of naval personnel assisting some blind person when the owner can have no use for his eyes, the Commander-in-Chief says "I realise this is not a form of charity which will appeal to everyone but there must be many, like myself, to whom it does appeal."

An officer or rating who wishes to assist, after his death, someone threatened with blindness, should carry a signed statement in his pay book and should inform his family, or his executor, of his desire.

ALL DRESSED UP FOR SHORE



You'll enjoy your shore leave all the more when you know you're well dressed. Suits, coats, sports clothes, uniforms—from Willerbys, all are first class. And you can pay by allotment if you wish. Our naval representatives regularly visit the Fleet at ports of call at home and overseas. If you'd like to know more about Willerbys, see either Mr. Guttridge, or Mr. Dunkin, when next he visits your establishment. Alternatively, drop us a line, or call in at any of our branches. We shall be pleased to let you have a folder giving details of Willerbys special service for men in the navy.

you get the best clothes of all at

WILLERBYS

and pay by allotment if you wish

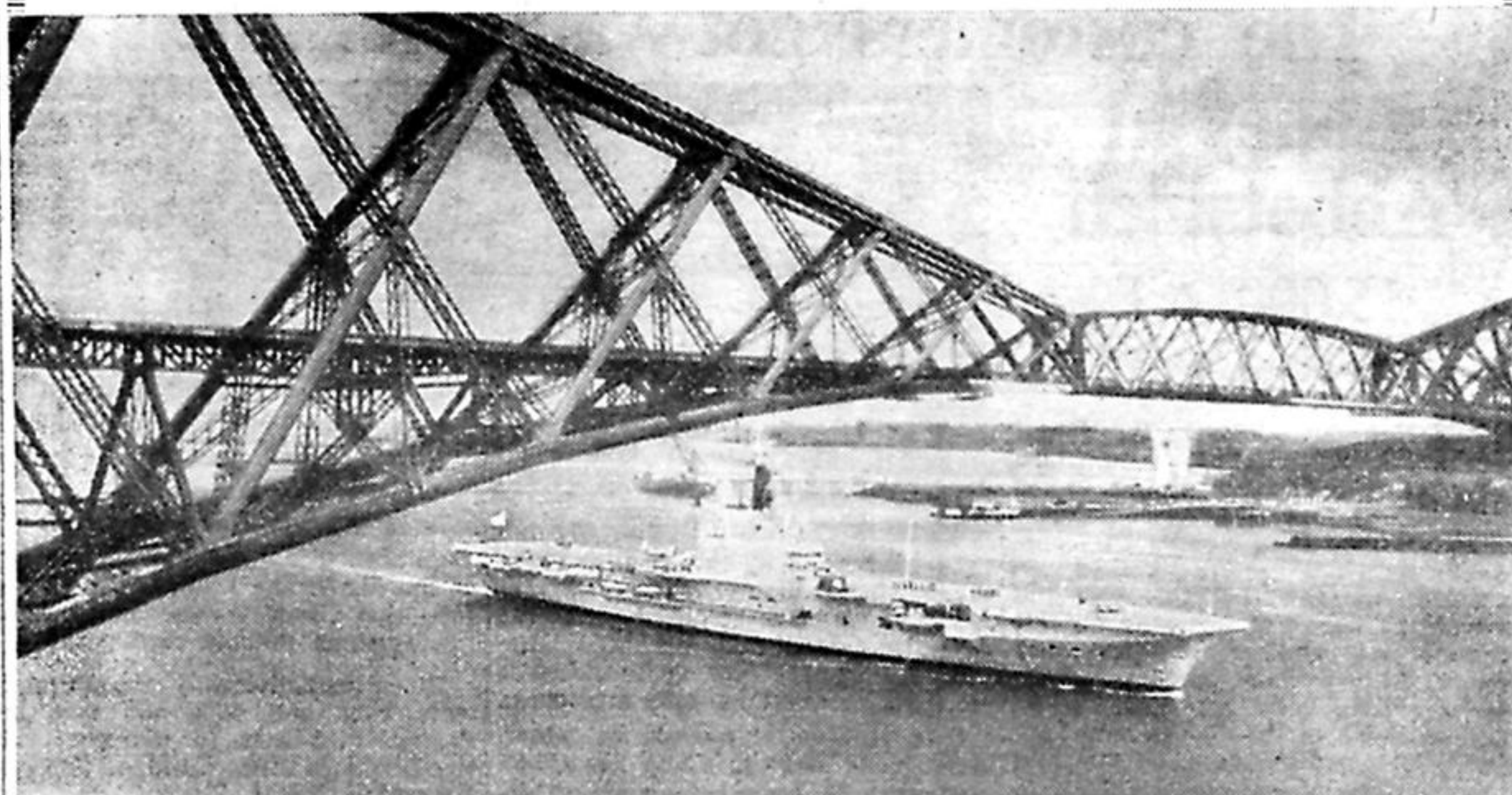
28-30 Oxford Street, London, W.1

82 Royal Parade, Plymouth
111 Commercial Road, Portsmouth
5 London Road, North End, Portsmouth
228 High Street, Chatham
20 Above Bar, Southampton

41 Gordon Street, Glasgow
12 North Bridge, Edinburgh
52 Commercial Street, Dundee
20 High Street, Belfast
12 Main Street, Gibraltar

And branches throughout Britain

UNDERNEATH THE ARCHES



The aircraft carrier H.M.S. Centaur, which recently completed a commission on the Far East Station, photographed passing under the Forth Bridge. Commanded by Capt. H. R. Law, O.B.E., D.S.C., R.N., she is now based on Plymouth.

HOSAQAMI—THE MAN OF WHALE ISLAND

Carved from a solid log



Hosaqami—the Totem Pole from British Columbia, carved from one solid log of cedar wood.

Royal Canadian Navy's totem pole for H.M.S. Excellent 'POTLATCH' FOLLOWS PRESENTATION

MANY colourful ceremonies have taken place at Whale Island over the many years H.M.S. Excellent has been in existence, but probably one of the most colourful will take place on July 28.

On that day a Totem Pole presented to H.M.S. Excellent by the Gunnery branch of the Royal Canadian Navy, will arrive and will be set up on the lawn in front of the wardroom. The presentation ceremony is to be followed by a "potlatch."

Until a few years ago the gunnery training of officers and senior ratings of the Royal Canadian Navy was carried out in H.M.S. Excellent and when that navy reached a point in its development where it started to carry out all its gunnery training in Canada, it was thought appropriate that some tangible recognition of the part Whale Island had played in the development of Canadian naval gunnery.

The response to an appeal made at the end of 1957 was widespread, money coming from the many serving and retired gunnery officers, gunners, ordnance officers, ordnance artificers, gunnery instructors and first-class rates who had trained at Whale Island.

CANADIAN IN FORM

Many suggestions were made as to the form the presentation should take. Silvered drill boots, a silver bell and the like were considered, but the idea of a totem gained ground because it was Canadian in form and its symbolism could be very easily applied to the relationship between personnel of the two navies.

The totem is symbolic of associations between people, by blood descent, by affiliation, or adoption and Mungo Martin, Chief of the Kwakiutl, a federation of Indian tribes on the coast of British Columbia and Vancouver Island, was commissioned to carve a 25 ft pole. Internationally famous preserver of this dramatic art of his folk, he created

the giant totem pole presented to Her Majesty the Queen on the occasion of the B.C. Centennial.

Capt. E. T. G. Madgwick, D.S.C., C.D., R.C.N., cut a ceremonial first chip from the pole at Thunderbird Park, Victoria, B.C., on May 1, 1959. The figures to be carved on the pole were in the best of Pacific Coast Indian traditions: a Thunderbird, a Killer Whale and a Speaker.

THE THUNDERBIRD

The Thunderbird: The mythological bird appears as an important character in the origin of several Kwakiutl tribes, and was displayed frequently as a "family crest" on totem poles. Thunderbird lived on the snow-capped mountain peaks and descended to the sea to hunt Killer Whales. Lightning was attributed to the flashing of the terrible eyes and thunder to the beats of his wings. (There is a connection between lightning and the martyrdom of St. Barbara, patron of gunners, and thunder, of course, with gunfire.)

The Killer Whale: This figure also appears frequently on Kwakiutl totem poles and is derived from the actual animal, which is a small-toothed whale fairly abundant in British Columbia's coastal waters. The Killer Whale, like the Thunderbird, is a character in some of the Kwakiutl origin myths, and in this case represents the sea and its creatures.

A Speaker: This figure usually represents a man addressing an audience. He holds a staff denoting his authority. (Chief Martin carved the face in such a way as to represent a man giving orders—a man, as it were, training other men.)

People's likenesses carved on totems were sometimes depicted with circular mouths—an appropriate symbol for a gunnery instructor.

In essence, therefore, the pole represents the two Navies' common heritage of fighting over the seas, based firmly on the service rendered by the man in authority, the Instructor.

LONG TIME LOOK AT LOG

For his elaborate art, Chief Martin has a simple technique: "I look at log. Long time look at log. Bye my bye see Whale. Then I cut off all that not whale." He insisted that the totem be blessed in accordance with Indian rites and attended to this personally, naming it "Hosaqami." This was the name given a totem by one of Mungo's ancestors. It implies that the owner is a man of integrity in his society, and that he keeps an exact account of his "potlatches" throughout the years.

Measurements of the completed totem pole are as follows:

length 25 ft. 4 in.
base diameter 3 ft. 6 in.
top diameter 2 ft. 3 in.
volume 164 cubic feet
weight 3,608 pounds.

There is also a heavy steel base plate and everything associated with Hosaqami has been designed with a wary eye: to keep it as "sub-lieutenant-proof" as possible. The savage colours have been achieved with proper Indian pigmentation.

The pole was transferred to the East Coast in H.M.C.S. New Waterford, and it has occupied a temporary berth just outside the entrance of the Weapons Division in H.M.C.S. Stadacona, R.C.N. Barracks, Halifax. Gunnery personnel of the East Coast have provided a large slab of Nova Scotia granite, carved as follows:

"THIS TOTEM POLE HOSAQAMI IS PRESENTED TO THE OFFICERS AND MEN OF H.M.S. EXCELLENT BY THE OFFICERS AND MEN OF THE GUNNERY BRANCH OF THE ROYAL CANADIAN NAVY IN COMMEMORATION AND APPRECIATION OF A HALF-CENTURY OF GOOD COMRADESHIP AND VALUABLE TRAINING 1910-1960."



Chief Mungo Martin superintends as Capt. E. T. G. Madgwick, R.C.N., makes the first cut into the log which became Hosaqami. The Chief's great grand-daughter, 16-year-old Shirley Hunt looks on.

Hosaqami was embarked in H.M.C.S. Kootenay, a destroyer escort of the Fifth Canadian Escort Squadron which, with the senior ship, H.M.C.S. Gatineau in company sailed from Halifax on July 20 for the United Kingdom. A small part of Whale Island "graduates," officers and men, accompanied the totem pole to England and the actual presentation will be made by Cdr. John W. McDowall, C.D., R.C.N.

In addition, 14 sailors of Indian blood, dressed in their respective tribal costumes, will form the close escort from the ship to Whale Island.

The actual presentation will be followed by a "potlatch" on the lawns. A "potlatch" is a Canadian barbecue and in this case the gunnery element of H.M.S. Excellent, officers and men, are providing roast pigs, hot dogs, and the like.

Shoulton's trials were most successful

CRUISE COVERED EAST COAST OF N. AMERICA

H.M.S. SHOULTON (Lieut.-Cdr. H.K.D. Vicary, R.N.) arrived home at Portland on June 24 after most successful trials in America of a new British device for detecting underwater objects.

H.M.S. Shoulton is a coastal mine-sweeper fitted with improved mine warfare equipment which is now to be installed in other of H.M. mine-sweepers. She is one of the smallest ships in the Royal Navy, with a peacetime complement of less than thirty, and she has been in America and Canada since September last year demonstrating to the U.S.N. and R.C.N. some of the latest British mine countermeasure equipment and conducting side-by-side trials with equivalent U.S. equipment.

Her "demonstration cruise" has covered the whole of the eastern seaboard of North America from Key West—the most southerly port—to Halifax, Nova Scotia—the most northerly Canadian naval base. It included visits to New York, Washington D.C. (where the ship's company spent Christmas), the notoriously bad-weather area of Narragansett Bay, and the exotic city of Fort Lauderdale, where Shoulton is believed to have been the first H.M. Ship to call.

She was also the first British warship ever to visit Port Everglades on the S.W. coast of Florida and there, is everywhere, the ship's company were given extensive hospitality by the American Navy and civilians.

During a leave period at the beginning of the year some of the ship's company travelled up to 1,500 miles

from Little Creek, Norfolk (Virginia), to Key West, Montreal and Tennessee, and one officer and twelve ratings went to Washington to line the foyer of a theatre for the premiere of "Sink the Bismarck."

HIGHLY TRAINED DIVERS

The ship's team of five divers (including Lieut. A. J. Fletcher, R.N.) are among the most highly trained in the Navy and they earned great praise from U.S. Navy officials for their skill and ingenuity in varying conditions. They had to work and dive in the warm waters of the Gulf of Mexico and in the icy conditions off the coast of Canada, covering the widest possible range of diving conditions and hazards.

The engine room staff of the ship also received special commendations for their efficiency in running Shoulton throughout her long cruise—a remarkable achievement for a ship of this size, normally fully supported from ashore.

When the ship left American waters the U.S. Commander Operational Test and Evaluation Force stated that Shoulton had made a significant contribution to the art and science of mine hunting.

BEATING RETREAT CEREMONY AT EASTNEY

THE Massey Bands of the Portsmouth Group, Royal Marines, and H.M.S. St. Vincent, gave a colourful ceremony of Beating Retreat at the Royal Marines Barracks Eastney on July 15.

The Royal Marines as Freeman, entertained the Lord Mayor and Corporation of Portsmouth, who were invited to witness the ceremony, and the Barracks were open to the public.



The Royal Navy's choice since 1805!

For over 150 years SIMONDS fine beers have gone down well, afloat or ashore. Today SIMONDS beers are better than ever—strong, beautifully brewed, full of flavour. Try some today!

TAVERN MILK STOUT BERRY BROWN

SIMONDS BEERS Brewed to perfection

READING, PORTSMOUTH, PLYMOUTH, ETC.



Condor can offer forty different sporting activities

MOUNTAIN RESCUE UNIT ALWAYS ON CALL

H.M.S. Condor, being rather better sited than most of our Air Stations in that it is only two miles from Arbroath and 12 miles from Dundee, must also be the best equipped for extra-mural activities. Recreation is available, throughout the year, in some 40 different forms, both on and off the establishment.

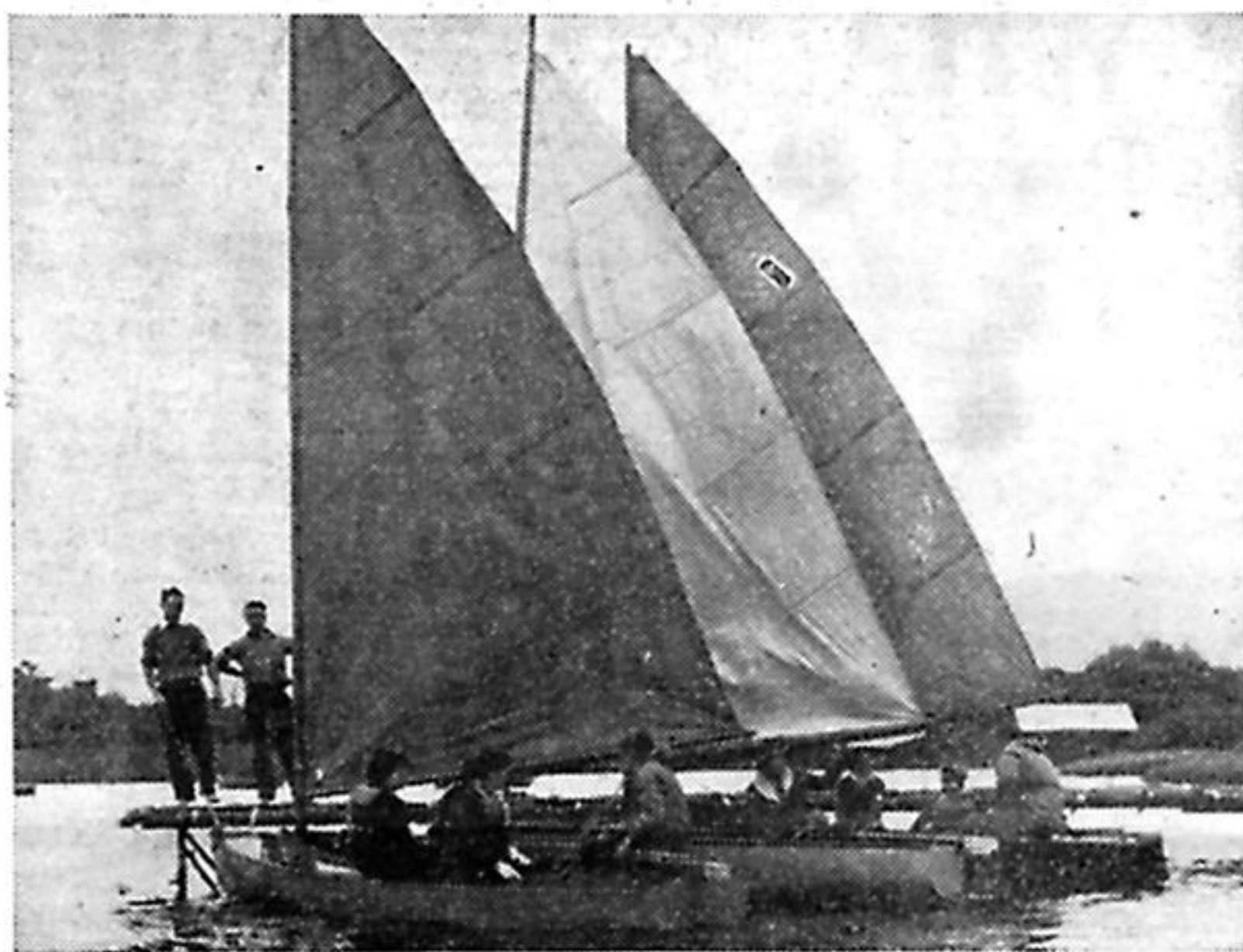
Skiing, once known as a rich man's sport is available in season from Condor. All equipment required by the ski-er is provided in the Club, which caters for experienced as well as novice ski-ers. Glen Shee, a well known ski-ers' rendezvous, is normally the venue, and the Club offers plenty of scope and receives lots of enthusiasm.

Sailing is perhaps the most popular of the outside activities at Condor. Apart from sailing races on other sailing clubs' home waters, this is carried out at Rescobie Loch, 12 miles from the camp. Boats available are six Olympic dinghies, 3 14ft. R.N.S.A. service dinghies, and one Enterprise racing dinghy. The Sailing Club boasts a very fine Club House at the Loch, which was built by volunteer labour assisted by some Aircraft Mechanicians and Apprentices during their General Service Training periods.

ACTIVE CANOE CLUB

The Canoe Club is very active at H.M.S. Condor. Apart from some eight locally constructed P.B.K. two-seater canoes, there are also two Tyne folding boats, also two-seaters and a Tyne single-seater folding Slalom Canoe. The Canoe Club members range far and wide over the Scottish countryside in their search for new waters to canoe, and have competed in local canoeing competitions, as well as being represented at various instructional events throughout the country.

Gliding takes place on the airfield at week-ends and most evenings subject to weather conditions. As R.N.A.S. Arbroath is a contact airfield, and not available for night flying, there are very few restrictions in that respect. A Royal Air Force Gliding Unit, No. 662, fully occupied at the moment in the training of Air



Sailing at Rescobie Loch.

Cadets is also accommodated at Arbroath.

MOUNTAIN RESCUE UNIT

Facilities for rock climbing and fell walking are provided by the Mountaineering Club on day and week-end expeditions. All equipment is provided by the Club and from Club volunteers. The Mountain Rescue Unit is selected.

This unit is on call at all times, and has in fact been called out on several occasions, usually about 0200!

It is interesting to note that Chief Air Fitter W. R. McGibbon was awarded the B.E.M. in the recent Queen's Birthday Honours for his work in connection with this unit.

The newly formed Condor Motor Club is gaining rapidly in strength of numbers, and has recently held two very successful rallies. The Club Sponsor, Instr.-Lieut. C. J. Dunnicliff, gives lectures on Rally Navigation to all interested persons, including the Club members.

Being a Training Establishment, all activities at H.M.S. Condor, are very well supported, but thought is constantly given to the provisions of new diversions and attractions to occupy spare time.

VISITORS TO CONDOR

Many different nationalities have at one time or another been seen within the confines of the Air Station. The station has its "residents," the Indian ratings undergoing the Aircraft Mechanicians' Conversion Course or the Petty Officers' Air Fitters' Course. In addition Indonesian and German ratings, and a party of Brazilian Air Arm ratings under Lieut. Helglio de Faria have undergone courses.

The Flag Officer Scotland, Vice-Admiral R. H. Wright, C.B., D.S.C., paid a short visit to Condor on July 6, and toured the accommodation and training area. The Command Instructor Officer, Instr. Capt. E. T. W. Smyth, M.A. also paid a short visit on July 5.

(Continued from column 5)

periods—it has been for one hundred years, i.e., about 100,000.

Throughout the centuries the Royal Navy has fulfilled all the duties it has been called upon to perform. It will do so in the future for it has fine ships and the best of seamen.

The Royal Navy offers, to both its officers and men, a fine career. A career with a future second to none. Only the best is good enough for the Service, but, to the best the Royal Navy has greater prospects today than at any time in its long history. Prospects of finding out about the world and its peoples, excellent financial rewards, and the opportunity, not only of serving the country but of helping to preserve world peace.

Honour for complete Squadron

EIGHT of the ten ships of the Fishery Protection Squadron visited Grimsby as a complete squadron from July 21 to 25 to receive a signal honour.

The Grimsby Borough Council decided to confer the Marching Freedom of the County Borough to the whole squadron in view of the protection now being afforded by the ships in Icelandic waters.

Ships which visited the port were the frigates Duncan (Capt. H. H. Bracken, R.N., captain of the squadron), Malcolm, Russell and Palliser, the coastal minesweepers Soberton, Belton, Wasperton and Wotton, and the inshore minesweepers Squirrel and Watchful.

The freedom ceremony took place on July 23.

STATE OF THE NAVY TODAY

(Continued from p. iii of Supplement)

Submarines in the operational fleet are of the Porpoise, "A," "T," and "S" classes. Since March submarines of the Oberon class—practically "repeats" of the Porpoise class—are being launched.

It is expected that Dreadnought—Britain's first nuclear-powered submarine—will be operational by 1964. Members of her crew have already been selected and have undergone training with the United States Navy. It is expected that a second nuclear-powered submarine will be ordered this year.

Experience has shown that the Porpoise class submarines, (there will be eight of them) with their high silent speed and exceptionally good manoeuvrability, are extremely valuable in the anti-submarine role as well as against surface ships.

Slightly larger versions of the Porpoises—the Oberons (eight of them) are being built and will be coming into service during the next two years.

These two classes are able to operate continuous submerged patrols in any part of the world and they have high underwater speeds and great diving depth.

GUIDED MISSILE TRIALS SHIP

Of the ships engaged on trials and training probably the one most in the public eye is the Guided Missile Trials Ship, *Girde Ness*, but of considerable interest too are the two high-speed type experimental submarines, *Excalibur* and *Explorer*. These are submarines employing high test peroxide for their propulsion machinery and they are believed to be the fastest submarines in the world.

Among the fleet support ships is the Escort Maintenance Ship—*Hartland Point*, and she is expected to be the forerunner of several ships which will increase the operational availability of warships.

Since the First Lord presented the estimates the first of the four Guided Missile Destroyers—the *Devonshire*—has been launched. This class of ship—the other three are *Hampshire*, *Kent* and *London*—seem to be well out of the "destroyer" world. Their displacement, full load, is expected to be 5,500 tons.

Also launched are *Ashanti* and *Gurkha* the first of the seven new "Tribal" class General Purpose Frigates. The names of the others are *Eskimo*, *Mohawk*, *Nubian*, *Tartar* and *Zulu*. Here we have frigates of 2,800 tons (full load) fitted to carry a helicopter and to be armed with "Seacat" guided missiles.

AIRCRAFT

Aircraft in the fleet are among the most advanced in the world and front line Naval air squadrons planned to fly Scimitar fighter-strike aircraft already have them. Ark Royal has a squadron of Sea Vixen all-weather fighters and more Sea Vixen squadrons are now being formed.

The low-level, long-range strike aircraft, the N.A.39, has completed trials in Victorious and a production order has been placed.

These three aircraft are all capable of delivering both nuclear and conventional weapons in the strike role. The Sea Vixen is also the first Naval aircraft at sea armed with the Fire-streak air-to-air guided missile.

Ark Royal has a squadron of Gannets equipped for the airborne early warning role and these aircraft will replace the Skyraiders in other carriers.

The Wessex helicopter, which can strike as well as hunt submarines in all weathers, by day and by night, is still undergoing trials and will shortly replace Whirlwinds at present being used.

In the guided missile field trials of the medium range missile, *Seaslug*, have been and are still being carried out in the guided missile ship *Girde Ness*. Very satisfactory results indeed have been obtained. *Seaslug* is now in production and trials of the *Seacat*, its close range counterpart, are also proceeding satisfactorily.

It is interesting to record that although the Royal Navy has had to relinquish her position as the largest navy in the world, the number of officers and men is approximately the same as—apart from actual war

(Continued in previous column)



The Flag Officer Scotland (Vice-Admiral R. H. Wright, C.B., D.S.C.) inspecting the guard on July 6



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send full details of the Progressive Savings Scheme

Name.....

Address.....

Rating or Rank..... Age next birthday.....

CHURCHES OF THE ROYAL NAVY

H.M.S. RODNEY'S OAK PANELLING IN R.N.A.S CULDROSE

Candlesticks with Italian crests

TO many generations, Helston in Cornwall has been famous for its annual Floral Dance but since 1947 the town has been put even more on the map by the building of a large air station a mile or so away. If you join the crowd of holiday-makers who stream down the main road to the Lizard you will see this large station on both sides of the road. It houses over two thousand naval personnel, including nearly three hundred officers and the largest Wren unit in the Navy. A short distance away are two large housing estates of married quarters.

Although R.N.A.S. Culdrose (named after a local farm) was opened in 1947 the church was not completed until 1948. Until then the present pay office was used for church services. On Sunday, March 14, 1948, the new church was dedicated by the Venerable Leonard Coulshaw who was Chaplain of the Fleet at that time. The Reverend Hyde Gosselin was the chaplain and he had watched the church grow from its first foundations.

The church stands in the best position possible, on the edge of the parade ground beside the accommodation blocks.

Inside it is beautifully decorated with furniture to match the white walls. On either side of the altar there is oak panelling which was originally carved for the chapel in H.M.S. Rodney (1930-31) in which both the Reverend Hyde Gosselin and the first Captain of Culdrose, Capt. G. C. Dickens, served together.

The work of adapting the oak to a new building was no easy task and the vicar of Newlyn, the Reverend A. G. Wyon, gave his professional advice and supervision. Shipwrights Webber and Blight carried out the necessary work.

The bell, provided by the Ad-



The Chapel of St. Peter and St. Paul at R.N. Air Station, Culdrose

miralty, was originally in the German ship "Spreevald," captured in the First World War and renamed H.M.S. Lucia. Many of the church fittings came from H.M.S. Godwit (Hinstock). The six candlesticks, bearing the crest of the Italian Navy, were given to the first chaplain in Taranto during the last war. The standard candlesticks, originally in Rodney, were presented by H.M.S. Vanguard. Within the last two years a new electronic organ has been installed.

The church itself is dedicated to St. Peter and St. Paul. The notes on the back of the original dedication service say "this commemorates through the keys of St. Peter the need of valid orders and valid sacraments and through the missionary zeal of St. Paul (reputed to have visited Cornwall) the command of Christ, 'Preach the Gospel to every creature'."

The chapel serves a large parish, really two parishes in one. First and

foremost are the many men and women within the station, then there are the families living nearby. Helston parish church is some distance from the married quarters and so the chaplain finds himself responsible for ministering to the families. It is obviously impossible to visit these quarters regularly so a parish paper, the Cross and Anchor, is published quarterly and distributed to every house.

A short time ago a Parish Communion was started on Sundays at 10 and parents were invited to come with their children. This has been a great success. The children help in the service and have a ten minute instruction on their own at the end while the chaplain talks to the rest of the congregation. It is interesting to see that a number of ratings are beginning to attend this service. There is a good choir formed from officers and ship's company and this sings at Mattins at 11 a.m.

The civilian organist, Mr. D. W. Mills, lives nearby.

Within the last few years the church has been licensed for marriages and the reading of banns. Already a number of weddings have taken place here and scarcely a week goes by without several banns being read. In such a place like this with a large number of men and women serving together marriage is obviously quite a business and it a good thing that the chaplain should be in a good position to give advice and instruction. There are, also many welfare problems and most days the chaplain finds himself visiting quarters to solve difficulties.

NAVY DAYS—DIVINE SERVICE IN VICTORY

DIVINE Service will be held on board H.M.S. Victory (Ship) in H.M. Dockyard, Portsmouth, at 11 a.m. on Sunday, July 31, and the service will be open to members of the public and relayed to the dockside.

The service will be conducted by the Chaplain of H.M. Dockyard, Portsmouth, the Reverend W. H. Brierley, O.B.E., M.A., R.N., and the address will be given by the Reverend Canon A. D. Somerset-Ward.

The dockyard will be open to the public at 10.30 a.m., and the service will begin at 11 a.m.

'BUSMAN'S' HOLIDAY FOR CADETS

FIVE ships of the Dartmouth Training Squadron, under the command of Capt. P. N. Howes, D.S.C., R.N., arrived in the Pool of London on July 20, for a six-day visit.

The ships were the anti-submarine frigates Roebuck, Urchin and Vigilant and the ocean minesweepers Jewel and Acute. They are engaged in training Midshipmen and Cadets of the Royal Navy and Commonwealth Navies in seamanship, navigation, gunnery and anti-submarine warfare.

During the visit, Capt. Howes paid official calls on the Lord Mayor of London, the Resident Governor of the Tower, the Chairman of the Port of London Authority and the Deputy Master of Trinity House.

Midshipmen, cadets and ships' companies, in their programme, included visits to Lloyd's, the Stock Exchange, Central Criminal Court, a number of breweries, newspaper offices, Billingsgate Fish Market, Trinity House and—to give them a waterbusman's holiday—a day in a tug on the river!

Live Crocodile caused unpopular diversion

GAMBIA AT BATHURST

WHILE on her way home from the Far East and South Africa, H.M.S. Gambia called at Bathurst for a farewell visit to the Colony from which she is named.

A great welcome awaited the ship, and the Gambians had arranged a programme of entertainment of considerable scope and variety for all on board. This included trips up the River Gambia in the Governor's yacht, displays of native dancing, during which a man performed a fascinating dance most successfully disguised as a sheaf of hay.

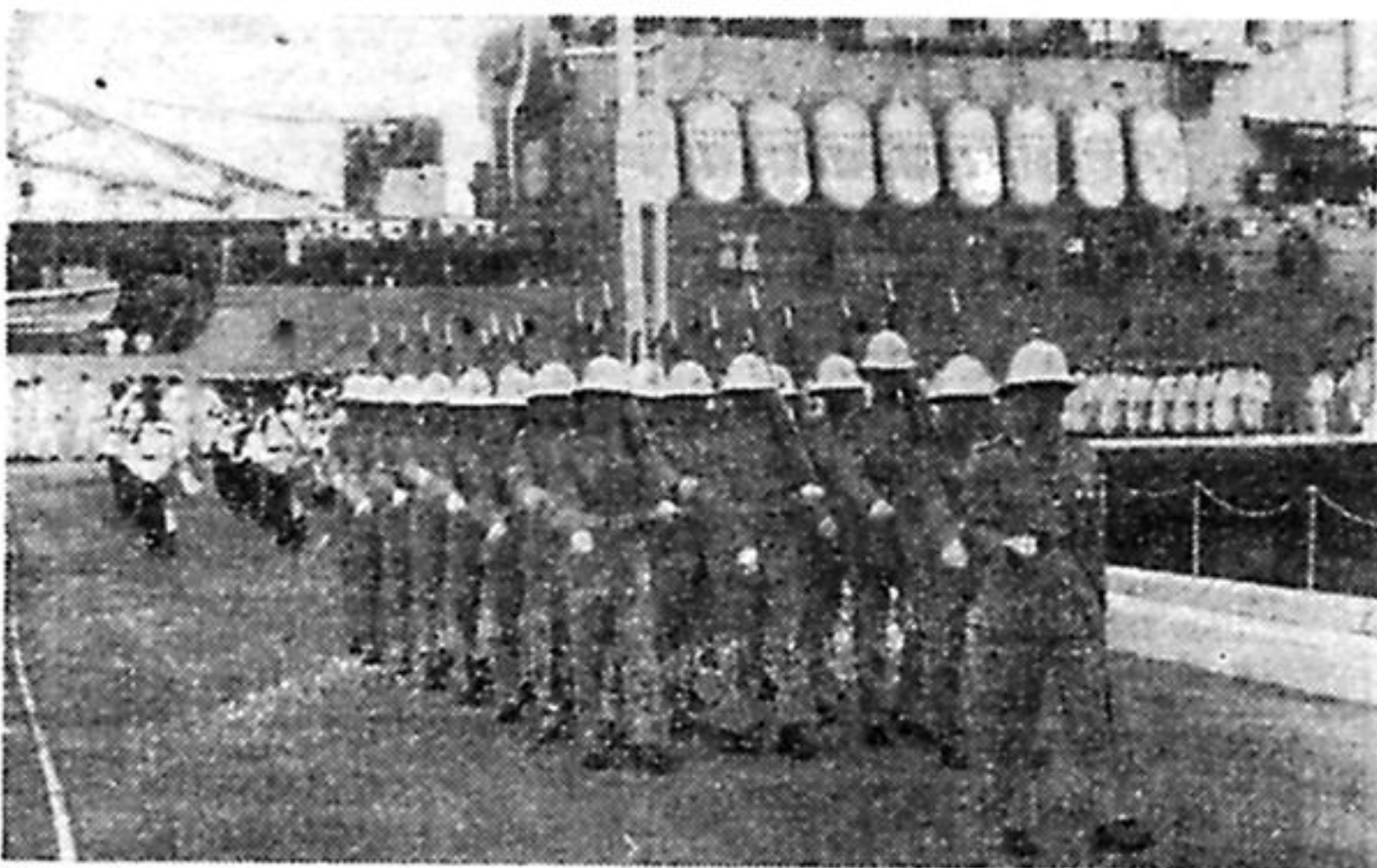
A party of officers and ratings also went crocodile shooting one evening, and managed to bag three, using the time-honoured method of shining a light into a likely spot and shooting at the reds of their eyes. One of the victims was only stunned, and its subsequent introduction at a dance in the Bathurst Club (led on a string) proved an unpopular diversion for those who had not spent the evening in the swamps!

Life in Bathurst gets going late in the evening (usually well after 10 p.m.) but proceeds at a pace until the first glow of dawn.

The ship was of great interest to the many sightseers who thronged the jetty, and apart from a "free for all" afternoon, parties of chiefs, Members of the Legislative Council, and numerous local organisations toured the ship during her three-day stay.

A great success was the children's party, when over a hundred and fifty from the poorer section of the community were provided with two hours of fun and food on board.

As a concluding gesture, to mark the close and friendly association between the ship and Gambia, a parade was held on the cricket ground in the centre of Bathurst on the morning



Led by the Royal Marine detachment and the Gambia Police Band, the platoons about to march through Bathurst

prior to departure. Seven platoons of sailors, led by the Royal Marine detachment and supported with martial music by the Gambia Police Band, marched from the ship through the town to the cricket ground. Here, His Excellency the Governor, Sir Edward Windley, inspected the parade, and afterwards Capt. W. J. Munn formally handed over the ship's trophies to His Excellency for safe keeping until there is another ship of the name.

H.M.S. Gambia, the first of her name, goes into Extended Reserve

next year, and during the eighteen years of her life, the Colony of Gambia has presented some very fine silver trophies to the ship.

H.M.S. Gambia sailed for Gibraltar on June 19 to the rousing sound of a Hausa farewell (a performance by a bugle band which lasts some two minutes), giving three cheers to the send-off committee and a very smart guard of the Gambia Field Force who were also on the jetty.

The ship arrived at Portsmouth on July 4.

SUBMARINER TAKES OVER COMMAND OF HOME FLEET

ADMIRAL Sir Wilfrid Woods took up his appointment as Commander-in-Chief, Home Fleet, at a simple ceremony on board H.M.S. Tyne on July 6. He relieved Admiral Sir William Davis, who is being placed on the Retired List.

The permanent headquarters of the Commander-in-Chief, Home Fleet, is at Northwood, (Middlesex), but there is no doubt that Admiral Woods will go to sea with the Home Fleet as often as it is possible for him to do so.

Admiral Woods was Flag Officer, Submarines, from 1955 to 1957 and has recently relinquished his NATO appointment of Deputy Supreme

Allied Commander, Atlantic. His headquarters during that appointment were at Norfolk, Virginia. He now takes over another NATO appointment—that of NATO Commander-in-Chief, Eastern Atlantic.

Admiral Davis left H.M.S. Tyne in a car towed by officers shortly after the ceremony of handing over his command.

ONE ALLOTMENT to COOPER'S

will cover ALL YOUR REQUIREMENTS wherever you serve

Cooper's are able to supply the best in uniform and civilian clothing: COOPERSTYLE GARMENTS are worn the whole world over.

Also practically anything else required for the home, the family, for sport, for relaxation and leisure hours can be obtained through a single allotment to COOPER'S.

Branches at:

CHATHAM

DEVONPORT

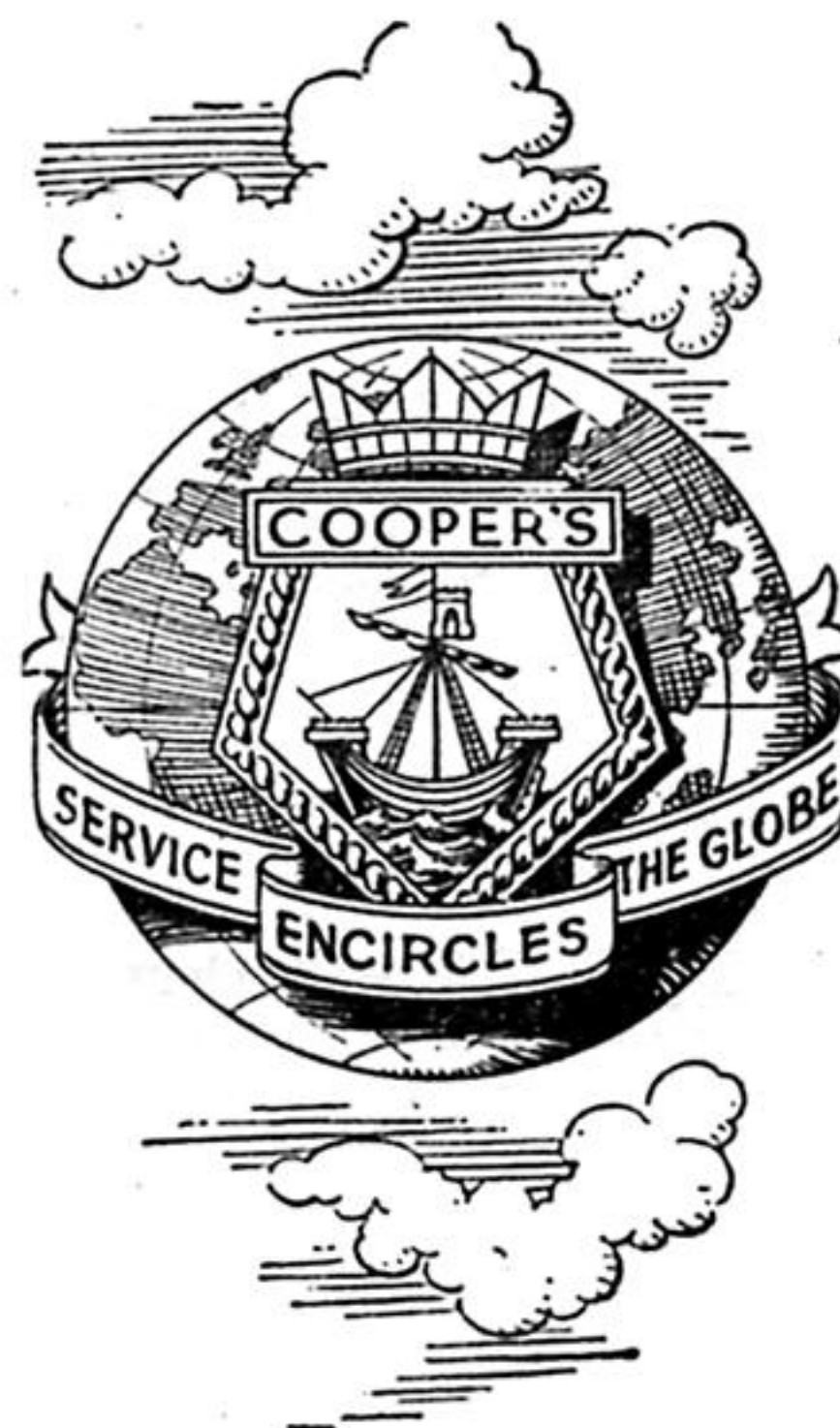
DOVERCOURT

EASTNEY

GOSPORT

HELSTON

LONDONDERRY



Branches at:

PORTLAND

PORTSMOUTH

GIBRALTAR

SLIEMA &

VALETTA

MALTA

Officers' Shop:

6 Th: Hard, Portsmouth.

THERE IS NO DOUBT ABOUT IT—COOPER'S IS THE BEST PROPOSITION FOR CREDIT ACCOUNTS

Accounts may also be opened for credit through your Banker. Please write to Head Office at

Central Hall, Main Road, Harwich.

Tel. Harwich 347

or call at any branch for full details of this service.

COOPER'S representative visits all outlying stations periodically in order to give that personal service for which they are renowned.



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

INCREASE IN MEMBERSHIP IS THE ANSWER TO PROBLEMS

The business of the 1960 Conference

LEAMINGTON SPA TO BE VENUE FOR 1963

(By A. G. LEGG)

A GREAT deal of ground was covered at the Annual Conference held at Plymouth on June 25. Pressure on space precludes a fuller article and the writer, Shipmate A. G. Legg, regrets the brevity of his remarks on the motions.

The business of the Conference started with Standing Orders committee report. Shipmate Rogers, chairman of the Standing Orders Committee, reported that 120 delegates were present. There were also present some 60 visiting members and ladies. This was the first conference at which the general public were admitted. He reported that 42 motions had been received by the proper time: of these, 15 had been included in the agenda for debate, 24 were not admitted for debate and 3 had been returned, not being in proper form.

The Conference then proceeded to elect scrutineers as follows: Shipmates Clifton (Twickenham); Allum (Herts); Beasant (Smethwick); Wits (Hannworth), who then retired to check ballot papers for the election of National Councillors for Areas 1, 3, 4, 5 and 14. The result of the ballot is shown at the end of this article.

The minutes of the Third Annual Conference were adopted. On the proposition of the Bridport delegate it was agreed that future minutes would be sent to branches as early as possible.

THE "FRASER TRUST"

The chairman, Shipmate F. G. Wade, presented his report as published in the agenda and he also reported on the position of the "Fraser Trust."

The trust arose from moneys donated to Lord Fraser on his retirement as President of the British Legion. The trustees included the Chairman of the Royal Naval Association, The Royal Air Forces Association and the British Legion. The annual income of the trust would be in the region of £150 and the trustees had decided to award annual scholarships to children of disabled ex-Service men—Royal Naval Association—2, Royal Air Forces Association—2, and British Legion—2. The final details would be available to associations in the near future. The British Legion would take over the administration at no cost to the trust.

The Secretary to the Council's report was presented as published. Some exception was taken to that part of the report relating to increased subscriptions but it was generally agreed that the Area administration needed overhaul. It was argued that the NAVY NEWS could be a greater asset to the Association if only branches would make worth-while contributions monthly.

ASSOCIATION ACCOUNTS

The Association accounts were presented by the Hon. Treasurer, Shipmate Beale, who firstly made reference to the passing of Vice-Admiral Drew, a Vice-President, whose counsels had greatly helped him and to Shipmate Beale during the time he had been Hon. Treasurer. Referring to the Association accounts he said it was most gratifying to report an excess of income over expenditure for the first time in ten years. He warned that this state could only be maintained by an increase in membership.

It should be noted that although membership had increased it had not increased in direct ratio to new branches that had been opened. It would appear that older branches generally remained static.

Referring to the accounts he pointed out that apart from £120 increase in

subscriptions the following increases should be noted: Sales department, £298 increase; Reunion, £64 increase; income from investments (Gross), £246.

On the expense side the following decreases should be noted: Salaries etc., £118 decrease; Travelling expenses, £138 decrease; Printing, stationery, etc., £144 decrease; Annual Conference (1959), £384 decrease and Income Tax, £346 decrease. "It appears," he said, "that Headquarters spending was down to as low as possible."

HEADQUARTER'S CLUB

The Hon. Treasurer regretted that such a happy position could not be

Increase in bar receipts

shown in the Headquarters Club accounts. The excess of expenditure over income was £1,535. This was £97 less than the preceding year. He said that bar receipts show £435 increase but there was a decrease in bedroom receipts of £174. There had been no abnormal rise in expenditure. Catering expenditure had risen by £38; publicity and entertaining had risen by £55.

Referring to the publicity and entertaining it was pointed out that this expenditure became necessary due to the very close liaison there existed between the R.N.A. and other Associations and Agencies which inevitably entails the representation of R.N.A. officers at conferences and meetings of those various bodies. This is worthwhile publicity.

Mr. H. Nicholls the Association Auditor, answering questions on the accounts said that the £600 allowed for income tax purposes covered all eventualities. The £389 loaned to Edinburgh from Alexander Madden Fund was unrecoverable as Edinburgh had closed down deeply in debt and the Association had no lien over the other private creditors.

He explained that 3 per cent. Defence Bonds would be re-invested to obtain a more realistic return for the investment.

Auditor fees, he assured the Conference, were governed by the number of accounts dealt with and intricacies met dealing with those accounts.

He thought that on the whole the Association accounts were in good fettle and would improve with an advance in membership.

The position with regard to the club accounts was now in process of review by the Finance and House Committees and he felt sure that improvement could and would be made.

The Conference congratulated the Finance Committee on their effort during the year and unanimously approved the accounts.

PENSIONS REPORT

Shipmate Wheeler presented the Pensions sub-committee report. The cases dealt with during the year were classified as follows: Members, 50 per cent.; Widows, 23 per cent.; Non-Members, 27 per cent. He thanked Branch Secretaries and Welfare Officers for their prompt action in dealing with cases and wished to record his thanks to the British Legion for the assistance given in preparation of Appeals—En-

titlement, Assessment and Final Awards.

On the recommendation of the Finance Committee Ernest Nicholls and he were appointed Auditors for the ensuing year.

The following were elected members of the Standing Orders committee for the year 1960-61: Shipmates D. Allum (Herts); H. G. Webb (Torbay); W. Clifton (Twickenham); E. R. Smith (Lincoln).

ONLY ONE MOTION CARRIED

Of the 18 motions submitted to the conference only one was carried. Motion No. 1 was proposed by National Council "That the 1963 conference be held in No. 8 Area and accept the Area's offer to meet all expenses in excess of £400."

The Secretary to the Council presenting the motion said that he had attended a meeting of No. 8 Area at which the motion originated and was certain that financially a conference in Leamington Spa would be a success. He was assured of the support of the Mayor and Corporation of Leaming-

ton and their great interest in the Association.

Conference was assured by Shipmate Young, National Council member for No. 8 Area, that the Area was so keen to have a conference in Leamington, that the necessary finances would be at headquarters well before the time of the 1963 conference.

On being put to the vote the motion was carried, three delegates only voting against.

Motion No. 2 was proposed by the Isle of Man delegate, who asked that "Resolution No. 3 of 1959 conference be rescinded to enable conference to be held in Isle of Man in 1962 and thereafter alternately in London and the provinces." Shipmate Legg, chairman of Finance Committee, strongly opposed the motion on the grounds that economically it was unwise to rescind a motion that was framed to save money. He estimated that a conference in the Isle of Man would cost the Association something in the region of £1,000.

The motion was lost by a very large majority.

CENOTAPH PARADE

Motion No. 3 was proposed by Twickenham who asked "That when the Conference was held in London the Annual Cenotaph Parade should be held on the Sunday morning following." This found little favour with the delegates and was rejected.

Motion No. 4 was proposed by Newark who asked the Conference to agree that when a small branch was unable to afford to send a delegate to Conference, such branch may request to be represented by another branch and not be liable for pooled fares.

This motion was lost by a large majority. The feeling of the Conference was that the application of the motion might lead to a certain amount of abuse. The part dealing with pooled fares would have to be the subject of a motion to revise Association rules.

Motion No. 6 was proposed by Twickenham who asked "That Massed Standards at annual parades be discontinued." The motion was lost. Motion No. 7, proposed by Coventry, asked "That Conference approve that only members of the R.N.A. be allowed to attend the annual reunion." The motion was lost.

Motion No. 8 was proposed by Coventry and asked "That persons over 65 be admitted to free membership without previous experience of

LETTER TO THE EDITOR

VICE-PRESIDENCIES FOR FOUNDERS

SIR,—I offer my sincere thanks to all those shipmates who answered my request for information of founder members ("Navy News"—December, 1959). I think that I replied to them all, but if I did miss anyone I offer my apologies.

The result of that request for information culminated in a Motion for

the Annual Conference put by the South-West London Branch, and worded as follows: "To mark the 25th anniversary of the Association (1960) this conference requests the President and the National Council to consider the offer of a Vice-Presidency of the Royal Naval Association, to those few surviving members who founded the original National Royal Naval Old Comrades' Association, in 1935."

This, as you will know by this time, was rejected by the Standing Orders Committee, so it appears, shipmates, that nothing will be done to honour those of our members who started us off 25 years ago.

As the instigator of all this I can only say that I am sorry that my efforts have failed, and offer my very sincere thanks to my messmates of South-West London Branch for giving me their support in getting this as far as the Standing Orders Committee. It would appear that I owe no thanks to anybody else.

I think, quite candidly, that a motion of this nature, to mark a 25th anniversary, could have received a certain measure of sympathy from the Standing Orders Committee, and have been allowed to take its chance at the Annual Conference—after all, it was not going to cost the Association anything. Once again, shipmates, thank you all.

Yours sincerely,

G. W. NIXSON

90 Woodmansterne Road,
Streatham S.W. 16.

[I understand that in accordance with Article 14 of the Royal Charter and rule 5(d) of the Association, Vice-Presidents are made as shall be decided by the National Council. —EDITOR.]

HARDEST WORKER WENT TO CONFERENCE

SINCE the last report to the "Navy News" from the Durham branch of the Royal Naval Association, a few of the members have paid a visit to the Stockton R.N.A. Club. "A lot of trouble and not a little expense goes into making these inter-branch visits and it is a pity they are not better supported," writes our reporter.

Shipmate "Dick" Heron once again attended the Annual Conference and he had with him, for additional support, the hard-working secretary, Shipmate "Johnny" Egglestone. The trip "shook" the branch funds a little, but it is not very often that the hardest worker in a branch (i.e. the secretary) is recognised.

The branch is arranging for the first time, for a seaside trip for the youngsters of members—to take place at the end of August. At the time of going to press it appears that it will be a great success.

Tickets have already been bought for the Annual Reunion and the branch is hoping to have a good turnout of members willing to make the long journey to "the smoke."

The Durham branch "scribe" concluded his report with the words—"Wake up No. 11 Area—where are your branch notes?"

LAST WISH CARRIED OUT

THROUGH the kindness and assistance of the Commander-in-Chief, Portsmouth, the wish of the late Frank Stocks, who was invalided from the Service as a Stoker Petty Officer with war wounds in March, 1919, and whose widow approached the chairman of the Sheffield branch of the Royal Naval Association, to be buried at sea was carried out.

The deceased died on March 17 and his body was cremated.

On June 28 the Commander-in-Chief's staff motor boat took the mourners to Spithead and after a short committal service conducted by the Reverend H. W. Brierley, O.B.E., chaplain of the dockyard, the weighted urn was committed to the sea. The widow, three sons and a daughter and Mr. T. Smith, chairman of the Sheffield Branch of the Association were present and wreaths were cast.

The relatives of the late stoker petty officer and the members of the Sheffield Branch were very grateful to those who had helped in making the arrangements.

ELECTION OF NATIONAL COUNCIL MEMBERS 1960/61

No. 1 Area.—Mr. C. H. Wheeler (Edgware) re-elected. No. 3 Area.—Mr. A. G. Legg (Battle)—re-elected. No. 4 Area.—Mr. J. F. May (Plymouth)—in place of Mr. H. G. Webb. No. 5 Area.—Mr. H. W. Brandon (Dagenham)—not contested. Unopposed Irish Area.—Lieut. (E) C. A. Maxwell, M.B.E. (Belfast)—in place of Mr. J. Thatcher.

PROGRESS OF THE WEAR BRANCH

Very healthy building fund

SINCE its inauguration, the Wear branch has outstripped all expectations in its progress both in membership and in its endeavours to provide a Building Fund with an eye to the future.

Advances in the membership field are now leading towards the 700 mark, and its finances are by no means inconsistent with this progress, with a building fund in excess of £5,000.

With club premises to be proud of, the Wear branch are also to the fore with the spirit of comradeship that identifies itself in true nautical fashion. A paternal eye is kept on the cadets in the town, assistance being rendered in various ways, and in more fraternal fashion to a sister movement in the north-east, when the submariners in the area were invited to hold their monthly meeting in the club premises.

This gesture was much appreciated and a successful meeting of the North East Branch of the Submariners' Association was held under the chairmanship of Tom Townsend last Thursday.

COMING EVENTS

Wear branch chairman Andy Johnson has now completed his crew for whaler detail and training is to start in the near future when other branches

in No. 11 area will have to look to their laurels.

The cruiser H.M.S. Bermuda paid a six-day visit to Sunderland from July 14. She was wearing the flag of Vice-Admiral Sir Charles Madden, Flag Officer Flotillas (Home). Her captain is Captain Alistair Douglas Robin, who in 1939 was in H.M.S. Kelly at the same time as Lord Mountbatten. Some of the crew were entertained at the branch headquarters.

Another coming event of great importance to the branch itself, however, will be the dedication of the branch standard early in September, when it is hoped, to "show the flag" in no uncertain manner.

IN LIGHTER VEIN

It is not true that "Doctor" (Hoot) Gibson's Sunderland dental surgery has been besieged with "patients" for the finger and thumb extraction treatment in the hope that they are supplied with the same "mouth-rinse" as he gave his last patient.



The dedication of the first standard of Whitstable branch. (By courtesy of "Kent Messenger")

Thirty standards at Whitstable dedication

MAGNIFICENT SILK BANNER

JULY 3 was one of the most important days in the life of the Whitstable branch of the Royal Naval Association. In the presence of some 300 spectators and nearly 30 standards representing 25 branches of the R.N.A. and branches of the British Legion and Royal Air Force Association from Kent, London, Surrey and Sussex, Whitstable's first Standard was dedicated at a drum-head service on Westmeads recreation ground.

The magnificent silk standard was hand-made by five ladies attending the needlework class of Miss E. Edwards, at Medway College of Art, Rochester, and is worth 250 guineas.

The service was conducted by the Very Reverend T. Crick, former Dean of Rochester and Chaplain of the Fleet, and the Reverend S. Franklin Park, Vicar of St. Alphege.

The inspecting officer was Admiral Sir Henry Moore who congratulated the Whitstable Sea Cadet Corps for their smart turn-out, and presented them with an efficient pennant.

In his address the Reverend Crick paid tribute to the ladies who had made the Standard: "I am sure it would be very hard to find one more beautiful," he said. The Standard was a symbol of our duty to the Queen, our country and to God and he then declared: "In my many years' service

in the Royal Navy I met some of the finest Christian men you could ever hope to meet."

The chairman of the Whitstable branch, Shipmate H. Pittock, and the president, Shipmate Commander D. S. E. Thompson, also took part in the service.

Among others watching the service were the Principal of the Medway College of Art, Mr. C. S. Hayes, the chairman of Whitstable Urban Council, Group Captain J. H. Dand, and Mr. Leslie Thomas, M.P.

Admiral Moore and Group Captain Dand took the salute at a march-past after the service.



Councillor F. Packer (Chairman, Portland U.D.C.), Vice-Admiral W. G. Crawford, C.B., D.S.C. (Flag Officer Sea Training), Lieutenant B. Heron, R.N. (President, Portland branch, R.N.A.) and Mr. T. W. Hair (Chairman, Portland branch, R.N.A.). (Photo: Warren & Rod Ltd., Fortunes Well, Portland.)

Two hundred at Portland social

A thoroughly good evening

OVER 200 people enjoyed a full evening of organised entertainment by local stars, followed by dancing, on June 4 when the Portland branch of the Royal Naval Association held a dance and social to coincide with the first of the Portland Navy Days.

"A thoroughly good evening" was how the chief guests, Vice-Admiral W. G. Crawford, C.B., D.S.C., (Flag Officer Sea Training) and Mrs. Crawford described the function.

Among others who attended were the Chairman, (Portland Urban District Council, Councillor F. Packer), and many representatives from Bridport, Yeovil, Sherborne, and Blackmore Vale branches of the Association and other local organisations.

The general conclusion at the end of the evening was—"We must have all this again soon."

A coach load of members of the branch, their wives and friends, went to Plymouth on June 25 for the annual conference and they wish, publicly, to express their thanks to Plymouth branch for making such splendid arrangements for entertainment in the evening.

Admiral Sir Clement Moody died at Fleet on July 8. He was 69.

H.M.S. Lincoln, fourth of the Salisbury class aircraft direction frigates was accepted from her builders on July 7.

CHEAM HAS A FORMIDABLE PROGRAMME

CHEAM and Worcester Park branch went to Eastbourne for the annual outing and the visitors wish to express their thanks to the Eastbourne branch members for their grand hospitality. Arrangements have been made for another visit next year when Cheam hopes that the losers trophy presented to them this year may be "won" by Eastbourne.

Camberwell and Wimbledon branches visited Cheam for the summer dance which was very successful.

The branch has a formidable social programme in front of it. There is to be a visit by shipmates, ladies and children to Southsea on September 11. A "stag outing" at West Ham follows on September 17. The first dance of the 1960/61 season is to be on October 22. There is to be a Ladies' Section theatre and dinner outing on November 11 and a dance on November 19, and of course there is the reunion at the Festival Hall when Cheam and Worcester Park will be present in force.

NOT YET FIXED

The cups and trophies presentation night has to be fixed yet. This is the one night of the year when Cheam extends hospitality to other branches.

The honorary treasurer, Shipmate Cort, attended the Annual Conference at Plymouth. The branch members will get full details from Shipmate Cort through the branch news letter, but it was cheering to hear that 18 new branches have come into commission but disturbing to know that 14 had paid off.

The delegate from Cheam could not get a seconder for a motion regarding publicity for the Association and it appeared that interest wanes after the lunch recess. If this is a fact it is a pity for, in fairness to

those who work so hard to make the conference a success it should have "all day" support.

It is the opinion of Cheam shipmates that the Conference is not designed as a meeting of old comrades but a conference to discuss ways and means to improve the Association and to put it upon the pedestal it so richly deserves and this can only be achieved by all-out effort by every branch to take an interest and to send a delegate. The number of branches not represented was too great. When overseas branches from Hong Kong, Rhodesia and Malta send a delegate it reflects badly on the home side.

The Silver Jubilee of Cheam and Worcester Park will be celebrated during 1963 and plans are being made to make it a memorable year. The Standard will be re-dedicated at a special service.

Area rally at Thame

TWENTY STANDARDS

NO. 6 Area Rally was held at Thame on Sunday, June 12, and what a wonderful turn-out there was. Nearly 500 shipmates and friends journeyed to Thame for the annual event and everyone enjoyed every moment of the day.

Capt. R. C. Medley, O.B.E., D.S.O., R.N. (Thame) was in command of the parade which was headed by the band of the T.S. Steadfast Sea Cadets. Then came a company of Sea Cadets from Oxford and Aylesbury followed by 20 standards and nearly 300 shipmates.

The parade marched through the town to the recreation ground where the service was conducted by the Reverend C. A. Stredder, M.A., R.N.,

who has just retired after 26 years in the Royal Navy.

Admiral Sir Alexander Madden, K.C.B., inspected the parade and took the salute at the march past.

After an excellent tea the band gave a great display of counter-marching, finally Beating Retreat and performed the Sunset Ceremony. This took place in the High Street which is the widest street in England and was watched and greatly appreciated by a very large crowd.

A very happy and convivial evening was spent at a local hostelry.

Attendant upon the Admiral were Shipmates F. Bowden, president, and W. P. B. Young, chairman, of Thame Branch, Shipmate W. Fryer, vice-president of No. 6 Area, Shipmate E. Knight, National Council member, No. 6 Area, and Mr. S. Dodwell, chairman of Thame Urban District Council.

News from the North-East

NEWCASTLE HAS NEW VICE-PRESIDENT

WRITING to the Editor this month, Shipmate R. Finch, Chairman of the Newcastle and Gateshead branch of the Royal Naval Association, said that the weather in the north-east was back to normal—rain. The Editor assures Shipmate Finch that the south has had its share lately, with hailstones on July 22 as big as marrowfat peas, which lay in the gardens like winter's snow.

In his report the "scribe" referred to the return to the branch of its president, Cdr. H. Row, who had been

unwell for some time. He is looking fit and well again.

At the July general meeting Shipmate Lt./Cdr. P. Anderson, R.N.R., was elected vice-president in place of Shipmate R. Andrews. Belfast shipmates will be interested to read of this election as Shipmate Anderson is a past secretary of their branch. He was also a founder member of the Bangor Branch and a National vice-president. He is at present attached to H.M.S. Calliope.

TICKET WIZARD

The last general meeting was also a sad one, for goodbyes had to be said to Shipmate Turtle, a stalwart who has left for other shores, and to Shipmate Clasper, the vice-chairman and ticket selling wizard who is going to Darlington. It was also learned that Shipmate Cook was in hospital.

Shipmate Bugg was co-opted on to the committee in place of Shipmate Turtle. The Wear branch is holding its dedication ceremony on September 4 and Newcastle had been invited, but unfortunately this date is the date of the branch's annual trip to Seahouses and as the hotel, buses, etc., have been booked it is expected that only a few of the Newcastle shipmates will be able to be present.

There is to be an evening trip on August 26 and Shipmate Coe hopes to be inundated with applications.

Shipmate Branch has donated a beret for the standard bearer.

It has been decided by the members at Newcastle that any shipmate who appears at the club "improperly dressed," i.e., without a badge or an Association tie, will be fined the sum of 1s, which will go to swell the Dedication Fund.



H.M.S. Crane (1,490 tons standard) a frigate (ex-sloop) of the Black Swan class.

Japan expensive but a splendid run ashore

CRANE'S JAPANESE CRUISE

"A splendid run ashore" is the opinion of the ship's company of H.M.S. Crane after its recent Japanese cruise. It is, perhaps, very expensive, but for all that the visit to Japanese ports was very worth while.

H.M.S. Crane sailed from Hong Kong in company with units of the Far East Fleet on May 26.

Passage north eastwards was devoted to intensive exercising, with hands closed up at action stations when ships passed through the Formosa Strait. However, on May 29 units of the Third Frigate Squadron were detached to Chinhae, Korea, arriving the following day.

It is said that Chinhae is the Korean Riviera, but although not really comparable, a tremendous spirit of welcome made up for any discrepancy from the "real thing." Many parties and return parties for both officers and men were held both ashore and afloat. Sport included soccer and rugby against the Naval Academy (the R.O.K.N. Britannia Royal Naval College) with heavy losses sustained by the Royal Navy.

A children's party for 150 orphans and infants was held in the traditional Naval manner but with a difference. Before their departure the children, garbed in traditional

colourful dress, sang and danced much to the delight of all present and pictures (all their own work) were given by them in exchange for the usual bars of nutty and small toys.

A strong friendship also grew between the ship's companies and American service men stationed ashore to the extent that crests were exchanged.

H.M. Ships Cardigan Bay and Crane sailed from Chinhae on June 3, to rendezvous with the Fleet the following day.

After a further day's exercising the Fleet entered the Inland Sea at Nichiyama on passage to Yokohama and Kobe. Great crowds lined the narrow of the northern entrance to watch eight ships steam by in line ahead blending with heavy industrial haze which dimmed the morning sunlight.

Yokohama harbour was entered in dank and misty weather on June 9 and departure was effected on the 15th after a tremendous whirl of entertainment.

A day's rest at sea was most welcome on passage to Nagoya where the Crane arrived by herself on June 16. Being the only warship present the reception and hospitality ashore were

overwhelming. The first night, a reception for ship's officers in the traditional geisha style was given by the Governor of Aichi Prefecture and the Mayor and Corporations of Nagoya. Other functions included football, rugby and tennis matches, opening the ship to visits, and a lunch and cocktail party aboard. The whole visit was well covered by the local Press and television services.

On the 19th Crane departed from Nagoya for Beppu in Kiusu, a well-known Japanese holiday resort and spa.

H.M.S. Crane, the seventh British warship of that name, was first commissioned in April, 1943. She took part in the invasion of Sicily in July, 1943, and until the Normandy landings, at which she took part, was employed on convoy duties and carrying out offensive anti-submarine patrols.

She joined the British Pacific Fleet at the beginning of 1945 and operated in the Pacific until the war ended, taking part in the operations against Okinawa.

Paid off into reserve at the end of 1946 she was recommissioned in August, 1951, for service on the Far East Station and has steamed over 30,000 miles mostly on patrols and bombardments off Korea and in Japanese waters.

She started her present commission at Singapore in May, 1959.

The Boom Defence vessel, H.M.S. Layburn was accepted by the Royal Navy from her builders, Simons-Lobnitz Ltd., at Renfrew on July 7.

The second ship of the new Tribal class of general purpose frigates was launched and named Gurkha at John I. Thornycroft & Co. Ltd.'s yard, Southampton, by Lady Carrington, wife of the First Lord of the Admiralty, on July 11.

LETTER TO THE EDITOR

Trying to make bricks without straw

CANTEENS BEFORE SPORTS?

SIR.—I read the contribution in the June issue regarding the number of men actually participating in sport in the Service with some interest. It was generally accurate though one cannot, of course, be too certain about such statistical assertions as "only one man in 30" play games.

There are of course various reasons which go to compile the background of this sorry state of affairs and, as swimming was specifically mentioned in the article it seems sensible to start with that. Extraordinary as it may seem although their Lordships exhort the fleet and all others to pay proper and due regard to the importance of swimming, they have done nothing for a considerable number of years to make it possible for effective training to be carried out.

One statistic which is both factual and pertinent is that the average distance throughout the United Kingdom of any Establishment from the nearest Service swimming baths is 42 miles

—and—bringing the situation somewhat more down to earth—the amount of time which can be allowed each man for swimming training at H.M.S. Collingwood is approximately half an hour per fortnight—such is the congestion at the St. Vincent baths which they use.

One might well contend that the Children of Israel had a much easier task in making bricks without straw than the men of the fleet have in endeavouring to become proficient at swimming—particularly as so many of them spend so little time at sea.

The rather more far reaching, and I think, equally disturbing reasons as to why officers and men pay so little interest to Service sport, are as follows:

PRESTIGE SPORT

Sport in the Royal Navy counts for very little—when compared with—say—the Army and R.A.F.—it is generally regarded as being a reasonable way (but entirely subservient to all other service needs) of maintaining fitness and a certain amount of team spirit.

This may, of course, be the right manner in which to regard it, that is entirely a matter of opinion—but what is not a matter of opinion is that we should indulge in "prestige" sport (i.e. Inter-Service fixtures, etc.) without ensuring that our representatives have an equal opportunity to give of their best through training and playing together as have the Soldiers and Airmen. We know, without being experts on the subject, that as things are this simply is not so today—and has not been for a considerable number of years.

This aspect of the situation is further amplified when one compares the status of the Naval P.T. Branch with that of the Army P.T. Corps. Whereas the former operates as best it can with a "Cinderella" importance attached to it from Their Lordships downwards, the latter functions wholeheartedly as a part of the British Army with an important task to perform—an operational role for the maintenance of physical well being and morale.

It is indeed unfortunately true today that many members, both Commissioned and otherwise, of the P.T. Branch find it desperately difficult to preserve their ideas that the job really counts for something after all. On many sides there is ample evidence that they are in fact the only ones who do think so.

BEER BEFORE SWIMMING

We find at this present time that in the Naval monetary stakes the requirements for recreational facilities are the strongest team in the league—they hold all the others up one! We must, perforce, ensure that there are canteens to drink beer in (Welfare!) before we can allocate funds for facilities to play games on or in. We must indeed give greater priority to beer drinking than we do for swimming facilities! This, again, may in some peoples minds be the right order of priorities—but hardly so next morning, nor perhaps, when by some sad mischance of fate, they find themselves at sea.

There are of course many officers and men who really do care about these things, they simply happen to be very much in the minority and find it well nigh impossible to pierce the Ration Allowance mentality of the masses who appear to regard service life as being a nine to five business with "no calls after mid-day Friday thank you"—officers and men alike, sad to relate.

And what is to be done about this problem. There is so much else to do, so much paper to push round and round in ever decreasing circles (with the inevitable ending). The incredible thing is that this state of affairs is very largely confined to the U.K. only—vastly different from the Mediterranean or Far East, etc. We require a shot in the arm—and as all things in an organised service such as ours start at the top then THIS must come from the top—so "come on my Lords, what about a bit more practical backing."

MORE THAN PERTURBED—

INDIAN NAVAL AIR SQUADRON COMMISSIONED

SHRIMATI Vijaya Lakshmi Pandit, High Commissioner for India was present at the formal commissioning ceremony of No. 300 Squadron, Indian Navy, on July 7, at the Royal Naval Air Station, Brawdy.

No. 300 Squadron is the first combatant fighter Squadron to be commissioned by the Indian Navy, and marks an important step in the expansion of the Defence Forces of India. The Squadron consists of Sea Hawk Aircraft and after a workup period as a Squadron at Brawdy, it will stand by to embark in India's first aircraft carrier which is at present being modernised in the United Kingdom.

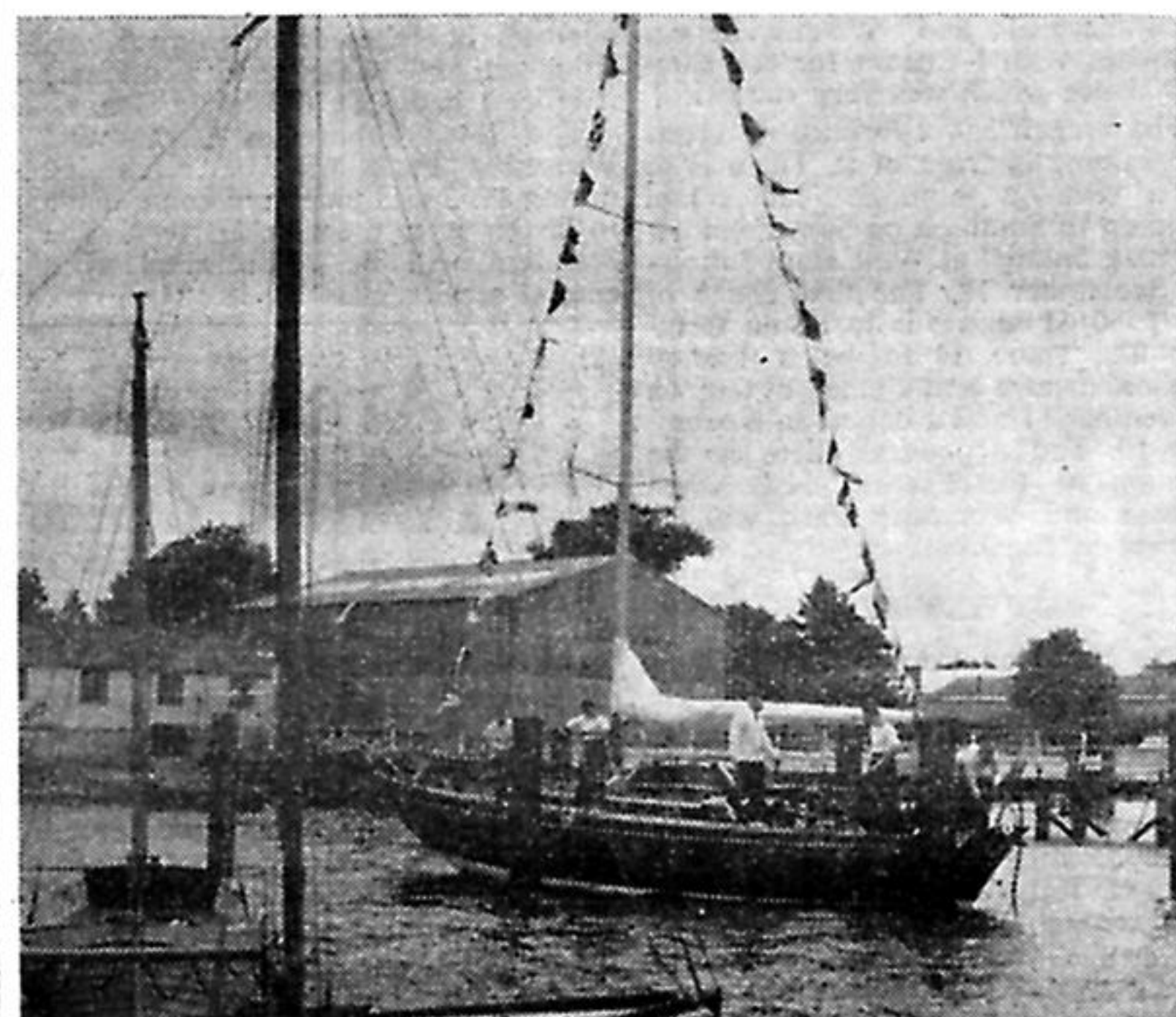
This is the I.N.S. Vikrant (ex H.M.S. Hercules) which was launched in 1945. Work on Hercules was suspended soon after her launching but work was resumed in April, 1957, when she was acquired by the Indian Government.

She is completing at Messrs. Harland and Wolff's yard at Belfast and is expected to complete next year.

The Squadron will be manned and maintained entirely by Indian Naval officers and sailors. While all the aviation personnel have received their basic training in India, they have received advanced training in aspects of Naval Air Warfare at Royal Naval Establishments in the United Kingdom. Certain Technical Personnel have also been trained in the United Kingdom.

The Squadron is commanded by Lieut.-Cdr. B. D. Law of the Indian Navy.

ANOTHER FINE YACHT FOR PORTSMOUTH COMMAND



Lady Power, wife of the Commander-in-Chief, Portsmouth, officially named the 11-ton ocean racing yacht Electron at Whale Island on July 7. The yacht, launched at Bosham on June 25, was presented to the Royal Navy (Portsmouth Command) by the Nuffield Trust. Electron had already raced prior to her naming ceremony. She was third in Division II in the race round the Isle of Wight held on July 2. A sister ship of Meon Maid, run by H.M.S. Mercury, Electron has been allocated to H.M.S. Collingwood.

THE NAVY ESTIMATES

that it consumes its fair share of the FIVE MILLION GUINNESS enjoyed every day



There's nothing like a Guinness to wet the Bosun's whistle—and yours too.



THE P.O. WAS RIGHT ABOUT THE SHOWER

For seven days the sun shone on the Plymouth delegates

BY "DOLLY GRAY"

IT was Friday, June 24; time 1530 hours. The Admiral of the Fleet's Guard was ready, the band just wheeling into position when the first rain drops fell. It strengthened into a downpour. The Commander-in-Chief arrived, shook hands with the waiting officials and, turning commiseratingly to the Guard and Band, said, "I'm very sorry about the weather, you chaps, but one just can't avoid it!" "It's only a passing shower, Sir," said the P.O. of the Guard. Everybody smiled. "Shades of Captain Bligh."

The President, Sir John Cunningham, in the uniform of an Admiral of the Fleet, stepped from his car, inspected the Guard, passed a word or two to the Officers and walked into the Guildhall. The Annual Conference 1960 was on and at that moment the sun came out again and remained with us. Seven days later it still had not rained!

Plymouth Guildhall, blasted to a shell in 1941 by enemy bombing and painstakingly rebuilt retaining its original exterior, with a very modern and beautiful interior, was the setting. Outside flew the White Ensign from the London Cenotaph, which was presented to Plymouth Branch some years ago, flanked by two House flags, specially sent for by the General Secretary, and hoisted by a smart bunting topper loaned from the Signal School.

During Friday afternoon the Ensign disappeared and a harassed Secretary on searching for it, found that Leslie Maskell seeing that it looked a little too grubby against the new House flags, had had it taken down and an ex-Chief yeoman, member of the National Council, was dhokeying it in a bath at the Grand Hotel."

H.M.S. EXETER

Saturday morning came and proceedings opened with a speech of welcome by the Lord Mayor of Plymouth and when, during his remarks, he spoke of a little ship for whom the whole of Plymouth, the whole of England, the whole of the free world had waited, H.M.S. Exeter, struggling home from the Battle of the River Plate, badly battered across three thousand miles of ocean, and of the very audible sigh of relief which rose above the rooftops as she dropped her hook in Plymouth Harbour, he moved the Conference to thunderous applause.

The Commander-in-Chief followed with another stirring "off the cuff" effort, and even the President, bless his heart, said that Plymouth-manned ships were the best in the Navy.

The Conference then got down to business and we were treated to some very lively exchanges during the debates and "the motion has been lost" became almost mechanical on the Secretary's lips. Only one motion succeeded. Has the quality of the "motions put" declined with the passing years?

The Secretary to the Admiralty, Sir John Lang, was an interested spectator from his seat on the President's right hand and he made a very short but encouraging speech to wind up the proceedings.

SWINGING ALONG

In the evening, when a siag party of Senior Officers and National Council members joined the party at the Plymouth branch clubrooms the place was crowded to capacity. Two large rooms, each complete with bar and orchestra vied with one another to cater for the guests. There were refreshments in quantity provided by Plymouth's Ladies, who really excelled themselves in their efforts to please. The Officers' cars were due at 2230 but they all seemed loath to leave and even the Lord Mayor was twenty minutes late leaving.

The Sunday Parade took place in

brilliant sunshine. At the Citadel the markers of the R.N.B. Boys' Brigade were marshalled into position by the Chief and Petty Officers of the Guard. Despite a rather hectic evening the morning found us all there and we got off to an excellent start.

As we marched up on to the Hoe, heads cleared and shoulders straightened, and we went with a swing behind the "best bandmen in the world."

TWIN BROTHERS

The Standards took up position each side of the pathway down to the Memorial Steps. The President, the Commander in Chief, Admiral Sir Alexander Madder, The Admiral Superintendent, Commodore Sir Roy Gill, and the Secretary to the Admiralty arrived. The President went down to the Memorial and the wreath carried by twin brothers of the Boy's Brigade and preceded by the National Standard, with a very smart escort provided by Plymouth Branch, was taken down to him.

The march down to St. Andrew's

Round of social activities in Malta

MANY old shipmates of the Malta branch of the Royal Naval Association must have wondered what has happened to the branch in recent months. All is well however. It so happens that the energetic programme arranged by the Entertainments Committee has taken up the "scribes" spare time.

Following the Annual General meeting was the annual dinner and dance at Rabat and this was a greater success even than the previous year. Rear-Admiral D. H. F. Hetherington, D.S.C. and Two Bars, Flag Officer, Malta, was Guest of Honour, and he was accompanied by Mrs. Hetherington.

The branch president, Shipmate Rear-Admiral J. E. Cooke and his wife, together with the chairman, Shipmate Charles Easter and his wife, the committee and over 30 shipmates together with their wives and friends braved the elements and made the evening the success it was.

Now that the branch meets at the Manoel Club there is greater scope for mess socials and dances, etc. Three very well attended and most successful social evenings were held in the Grotto and an dance was held in the club cinema.

A day tour of places of interest in the island included a visit to the prehistoric temples at Hal Safien. The Roman villa at Rabat was an interesting event and as this year is the 19th centenary of the shipwreck of St. Paul a visit to St. Paul's Grotto in Rabat was most significant. Lunch was taken at Buskett Gardens and then the rest of the day was spent at Ghain Tuffieha.

The day's tour was obviously popular and Shipmate Toni Raymond was asked to arrange more. In response Professor Joseph Borg joined the branch for an outing to Gozo.

From Mgarr the party went by coach to Xhagra and visited Ghar Ta' Ninu (Anthony's Cave) to see the

Church past Derry's clock and along the Royal Parade was, I am told, a most impressive sight with the massed Standards flying in the breeze, but I couldn't see much from underneath my bowler hat.

The Service was taken by the Vicar of St. Andrews and the sermon came straight from the heart of the Chairman of the Branch, the Reverend Tregenna Piggott, Joe May, President of No. 4 Area and the new National Council Member read the Lesson and despite all premonitions disaster did not befall us.

The Last Post and Reveille sounded by buglers of the Royal Marines added solemnity to an already solemn occasion as we the many mourned the passing of the gallant few.

NEW SHIPMATE

On leaving the church I noticed that the Verger wore a naval tie and medals and promptly collared him for membership.

As we emerged into the sunshine another Annual Conference came to an end. Many people work very hard each year to ensure the success of the Conference wherever it might be held, and we of Plymouth thank the Association in general for giving us the opportunity to work as hard as the rest to that end. Here one must not forget the General Secretary and his staff who toil like beavers each and every year for this purpose.

Thanks to all who participated the 1960 Conference was a great success.

Round of social activities in Malta

stalagmites and stalagmites and to sample the fresh cold water from the well.

The Sanctuary of Ta' Pinu was next visited and the party had the pleasure of wishing happiness to a newly spliced Gozitan couple who were just leaving this glorious building.

The next port of call was Xlendi Bay and the Grandmaster's Tower where lunch and a swimming party used up a couple of hours. Then came a visit to the Church of St. George in Victoria.

A visit to the Cathedral of St. Mary could not be missed whilst the party were in Victoria and the climb up the hill was well rewarded.

Leaving Gozo the party returned to Marsaform and, after a quiet glass of beer or cup of tea the final call of the day was to look over the progress of the building started in May, 1952, of the Rotunda of the church in the main square of Xewkija. A complete new church is being erected around the present one and it is interesting to see how this is being done whilst the present church still holds its services.

The most recent social event was a barbecue at Delimara Point which was most successful.

RAIN AND WIND DID NOT SPOIL ENJOYMENT

DUE to inclement weather conditions, once again the Vernon branch of the Royal Naval Friendly Union of Sailors' Wives' Garden Party had to be held in the cinema of the establishment.

Luckily, the greater majority of the 200 guests expected were not deterred by rain and high winds and everybody spent a crowded but enjoyable afternoon!

Background music was provided by the Bluejacket Band from R.N. Barracks.

Guests included the Lady Mayoress, Mrs. J. G. Horton, and Mrs. E. N. Currey, Vice-President of the Portsmouth branches of the Union, who presented the prizes for the competitions at the end of the afternoon.

Winners included Mesdames Bass, Follett, Millnes, Diaper, Plunkett, Huggins, Hawkins, Bartlett and Tomlin. Bouquets were presented to Mrs. Currey and Mrs. Horton by Elaine Vicary and Lesley Dale.

SUMMER OUTING

The Tea Committee and Competition Organisers are to be complimented for the hard work they put in during the day!—and sincere thanks go to the personnel of H.M.S. Vernon who gave us so much willing help.

On this occasion, the sun did shine and an afternoon drive, followed by a tour of Petworth House, tea at Midhurst and then a visit to the Tiger Toy Factory at picturesque Durdurford Mill formed the main part of the afternoon's entertainment. A coach trip through the Meon Valley rounded up the trip.

FUTURE EVENTS

The next General Meeting will be on September 7, and Mrs. Crichton will give a talk on Guide Dogs for the Blind. Sewing Meetings continue as usual in the Captain's House on the last Wednesday of each month.

MISCELLANEOUS

DO YOU PAY TOO MUCH TAX? It is a fact that many Service officers and men pay too much tax. A retired Income Tax Officer is prepared to assist you with your tax problems. Terms moderate.—Consult Lieut. G. E. V. Moss, R.N.V.R., 50 St. Vincent Crescent, Horndean, Hants.

Classified . . . SITUATIONS VACANT

FEDERAL GOVERNMENT OF NIGERIA

SENIOR WARRANT OFFICER

REQUIRED FOR SERVICE IN THE ROYAL NIGERIAN NAVY on contract for four years of 15 months to reorganise the pay and correspondence system and to instruct Nigerian ratings in their revised duties and to undertake the normal duties of a Junior Supply Officer. The officer selected should be under the age of 50 and must have held the rating of Chief Petty Officer Writer in the Royal Navy, and should preferably have had charge of a pay office and experience of Captain's Office work in a large Naval Establishment.

Salary according to experience, £1,332 to £1,584 (including Inducement Addition). Gratuity of one-third of aggregate salary during total service. Outfit allowance of £60. Liberal leave on full pay. Free passages for officer and wife. Income Tax at low local rate. Quarters at low rent. Children's allowance while separated.

Write for application forms and further particulars stating briefly age, qualifications and experience to the Appointments Secretary, Federal Public Service Commission, 9 Northumberland Avenue, London, W.C.2 quoting R.1/2.

YOUR FUTURE CAREER? Excellent opportunities with Willerby's the Tailors for men leaving the Forces to be trained as Retail Salesmen and Managers, or Representatives travelling abroad. Normal salary while training, and appointment carries full pension and benefit schemes.—Write or apply: Mr. Griffiths, Willerby & Company Ltd., 110/113 Tottenham Court Road, London, W.1

APPLICATIONS are invited from non-commissioned officers to manage off licences in the southern half of the country. Applicants should be married and preferably under 41, and in possession of a current driving licence. Applicants will be given an initial training period and will be required on certain occasions to do a peak of relief duties, and when promoted to the status of a manager will be provided with a good commencing salary, plus commission and pension. Living accommodation with free electricity, gas, coal and coke will be provided.—Applications should be made to The Galleon Wine Co. Ltd., Trinity Chambers, 32 Trinity Square London, E.C.3.

THE RESEARCH LABORATORIES OF THE GENERAL ELECTRIC CO. LTD., NORTH WEMBLEY, MIDDLESEX, have a vacancy for a man to work on the cutting of germanium and silicon. This involves setting up and operating a special grinding machine. Applicant should have some manual dexterity, and be capable of reading calibrations on instruments. Some elementary knowledge of arithmetic and the decimal system is essential. Training will be given. This is a staff appointment carrying the usual staff privileges.—Please apply in writing to the Staff Manager (Ref WO/230AD), giving particulars of experience and age, or telephone ARNold 1262 (Ext. 58).

MISCELLANEOUS

AJAX radio controlled taxis, 24-hour service. —Tel.: Portsmouth 35333/4 (two lines)

HOUSEHOLD EFFECTS AND BAGGAGE stored, moved, packed, shipped.—White & Co. Ltd., North End Junction, Portsmouth Phone 63221.

HOUSE PURCHASE. An ideal scheme for those looking ahead, 100% advance after three years at low rate of interest. Mortgages repaid in event of death.—Write for leaflet, "The House Assured," to the President Life Association of London Ltd., 246 Bishopsgate, London, E.C.2.

CJC DEVELOPMENTS LTD (PORTSMOUTH) LTD

Careers in Engineering Company of ex-Royal Navy skilled craftsmen as Fitters, Turners, Milling machinists, etc. Good working conditions and rates of pay in new factory.

Apply Personnel Officer—

CJC DEVELOPMENTS (Portsmouth) LTD.

Fitzherbert Road, Farlington, PORTSMOUTH

NEW & USED CARS THE HAYTER GROUP

A. E. HAYTER & SONS (Portchester) LTD.



WE ARE CERTAIN TO HAVE THE CAR YOU ARE LOOKING FOR
VISIT OUR BRANCHES AT:

PORTCHESTER

Renault Distributors, Ford, Morris, Standard, Triumph & Hillman Dealers. East & West Street, Portchester Phone Cosham 76434

PAULSGROVE

Paulsgrove Motors. THE AUSTIN PEOPLE, Southampton Road. Phone Cosham 75224

PORTSMOUTH

WOLSELEY & MORRIS DEALERS, London Road, Portsmouth, Hilsa. Phone Portsmouth 60310
STANDARD, TRIUMPH, & RENAULT DEALERS, Fratton Road, near Rex Cinema Phone Portsmouth 27064

SOUTHSEA

AUSTIN DEALERS, 94/104, Palmerston Road. Phone Portsmouth 20939
RENAULT DEALERS, 8/14, Grove Road South. Phone Portsmouth 32569

CHICHESTER

PAGES GARAGE SINGER DISTRIBUTORS, AUSTIN DEALERS, Northgate, Chichester Phone Chichester 4344

WE GIVE PERSONAL SERVICE TO THE SENIOR SERVICE. ALL FACILITIES AVAILABLE FOR TERMS, INSURANCE & ROAD TAX
WE ARE EXPERTS AT EXPORT

Order or Renewal Form

(Delete as appropriate)

'NAVY NEWS' OFFICE, ROYAL NAVAL BARRACKS, PORTSMOUTH

Please post a copy of each issue of "Navy News" to

NAME

ADDRESS

I enclose herewith money order/postal order/cheque value 8/-, being a subscription for 12 issues, including postage.

Commence.....(Month)

If member of R.N. Association, please state Branch

THE ROYAL NAVY WINS ROYAL YACHT SQUADRON GOLD CUP FOR FOURTH TIME

Fine racing at Seaview

THE annual meeting of the Association of Service Yacht Clubs took place at Seaview, Isle of Wight, on July 9 and 10 when some good sailing was experienced.

The boats used were the Seaview Mermaid class, which provide very level and exciting racing.

On the Saturday, racing was for the Royal Yacht Squadron Gold Cup—an event in which each Service club enters one crew. There were seven Naval clubs among the 24 entries. A good sailing breeze gave some excellent sport and most of the races were very close.

In the first heat the Navy was represented by the Royal Marines Sailing Club (Major Furlong), Portsmouth Command Sailing Association (Lieut. Willis) and Nore Command Sailing Association (Captain Haynes). Only the former managed to finish in the first three and thereby qualify for the final.

Surgeon-Cdr. Mooney representing Devonport Services Sailing Association finished third in the next heat but was disqualified on protest, while the R.N.V.R. Sailing Club could not do better than fourth.

In the third heat Lieut. A. R. D. Copeland (Home Air Command Sailing Association) sailed very well to finish first, while Cdr. Hewitt (representing the Royal Naval Sailing Association) was lucky to squeeze into the final by being placed third after the second boat had been disqualified.

EXCITING RACE

The final was a most exciting race, with the issue in doubt right up to the last moment. Dick Hewitt was over the line at the start and was recalled, but he slowly worked his way through the fleet of nine boats until he was lying third at the last mark—with a good beat of about a

mile to the finish. For most of the race Andy Copeland had been in the lead, and now these two embarked on a rare battle, with three other boats also in close company. Hewitt just got home ahead of Copeland, with Fighter Command (R.A.F.) and the Royal Marines Sailing Club close astern.

And so the Royal Naval Sailing Association, which does so much for the sport of sailing in the Royal Navy,

Electronic computer for Navy

AN order has been placed for the installation of an electronic computer for the purpose of mechanising office work at the R.N. Store Depot, Copenacre, Wilts., which handles electrical, radio and asdic stores for H.M. Ships.

The machine installation, which is expected to be delivered within two years, will include magnetic tape units as well as facilities for reading and producing punched cards. An up-to-date stock record of the 90,000 or so different patterns of stores held at the depot will be kept on magnetic tape, as will lists of components for each of some 1,500 different types of radio and asdic sets to be fitted in ships.

The machine will work out complete lists of components needed (which may run to several hundred items for a single set), look up the stock record to confirm availability, debit the stock record, and prepare printed invoices for the items to be despatched to the ships.

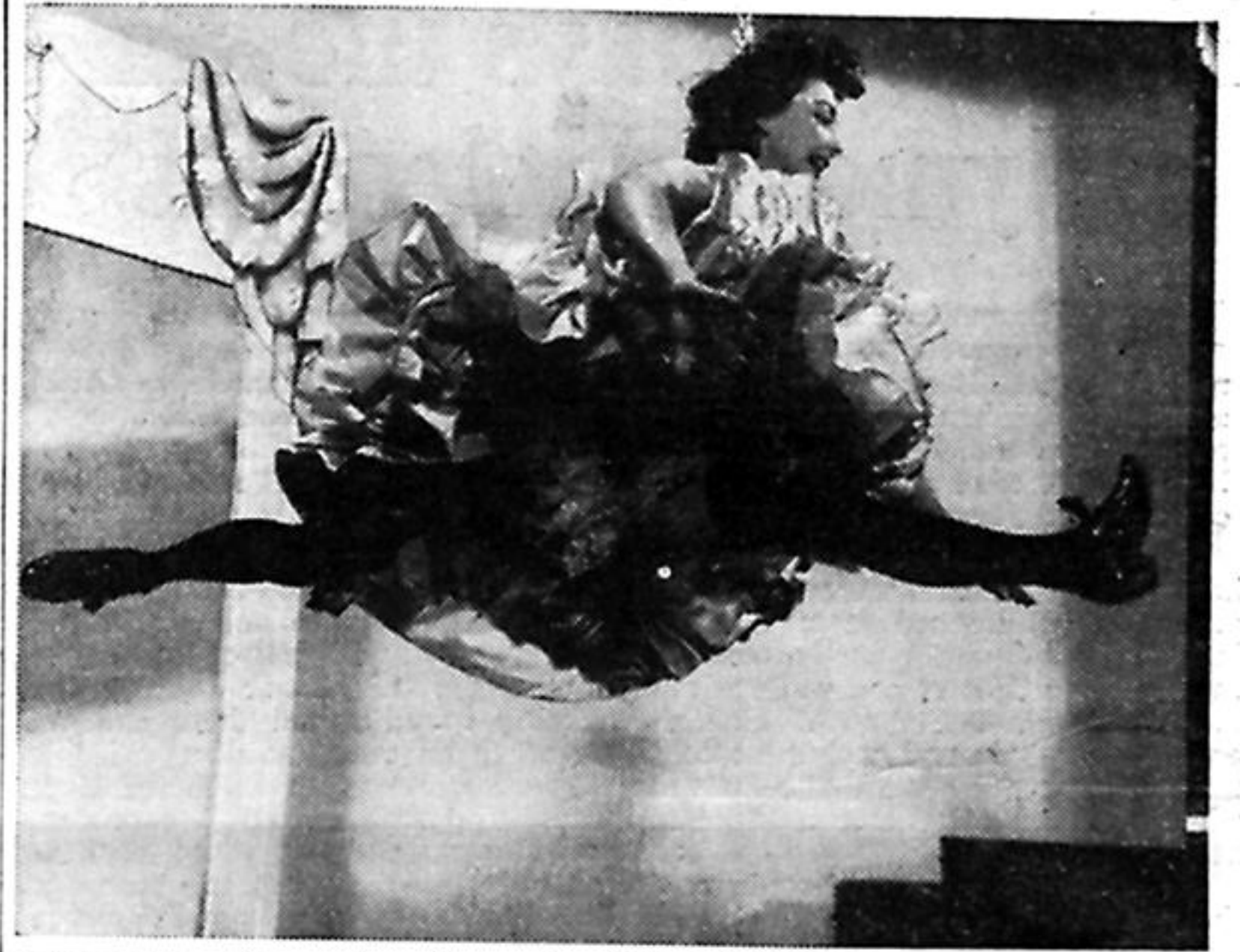
won the Gold Cup for the first time. In recent years the Navy has monopolised this trophy—in 1959 it was won by Cdr. Hewitt for Devonport Services Sailing Association; the previous year it was won by Inst. Lieut.-Cdr. Hedges for Devonport Services Sailing Association, and in 1957 it was won by Portsmouth Command Sailing Association. Long may this run continue!

CONINGHAM CUP

Racing for the Coningham Cup followed on the Sunday. This is an inter-Service team event, in which each Service has a team of three boats manned by a crew of three. The Navy helmsmen were Hewitt, Mooney and Copeland, and the team as a whole had high hopes of reversing recent narrow defeats at the hands of the R.A.F. In fact the Army proved to be the winners, beating the Navy by 20 points to 19½ and the R.A.F. by 22½ to 17.

Neither Cdr. Hewitt or Lieut. Copeland could reproduce their Gold Cup form, but Surgeon-Cdr. Mooney sailed well to finish third against the R.A.F. and first against the Army.

A WINDMILL LOVELY



High-speed action picture of vivacious Windmill Girl Pat Patterson in mid-air in a jumping splits in a can-can. Born March 13, 1939, Pat became a Windmill Girl in December, 1956, after nearly two years with the Ballet Montparnasse. She was "Windmill Girl of the Year" in 1959. A brunette with green eyes, her measurements are 38 in., 24 in., 36 in., and her recreations are swimming, cycling and skating.

Going to sea fifty years ago

How a boy added inches to his chest to join the navy

AS a small boy, boats had a fascination for me, and I would frequently stroll the dockside at Swansea trying to borrow, or steal a loan of one of the small boats which were tied to the stern of the many schooners which, in those days, were a common sight. At an early age I expressed a desire to go to sea.

One day I was taking my usual stroll round the dock and approached the skipper of a two-masted schooner called the John Sims. "I'd like to go to sea, Sir," I said. "Well," said he, "Can you cook?" "Yes Sir," I replied, relying entirely on what I had seen mother doing at home, and, judging from the small wooden galley on the deck between the masts, I concluded that nothing but the plainest food could be prepared in such surroundings.

"Very well, my boy," he replied, "Be at the shipbroker's office at 10 o'clock tomorrow morning."

Thanking him, I hastened home to tell my parents. Father was not exactly surprised, but mother—she cried. "Very well," said father, "if you make your bed you must lie on it."

I signed on at 30s. a month, but after one trip with a cargo of coal to Guernsey I returned home.

JOINING THE NAVY

I settled for a while in the office of a timber merchant, but the call of the sea still persisted, until, in 1909, a friend called Poole and myself, decided we would try to join the Navy. Arriving at the recruiting office, we were received by a sergeant of marines with coloured ribbons flying from the cap band.

"Well, what can I do for you," he said. In unison we replied, "We want to join the Navy." "Oh do you?" he replied, and, looking at Poole, he added, "You're all right, I think, my boy." Then looking at me, he said, "You had better go home again and fatten yourself up a bit, come back in three months' time."

Poole was a well built lad, whilst I was taller and wiry. We were very disappointed and decided to walk to the Mumbles Coastguard Station where we knew they sometimes took recruits.

"What do you lads want?" said the Chief Petty Officer on duty. "We want to join the Navy, Sir." "Oh yes; have you got your parents' permission?" "Yes Sir," we replied, although in fact we had not even told our parents.

"Very well," he added. "Just come inside and answer a few questions. How old are you? What school did you go to? What standard were you in? etc. Of course you'll have to get two references," he added.

So, armed with the necessary documents for the doctor's examination and our parents' consent, we proceeded back to Swansea. The required chest measurement for a boy of 15½ was 33½ inches, and I knew I could not make it. However, it would

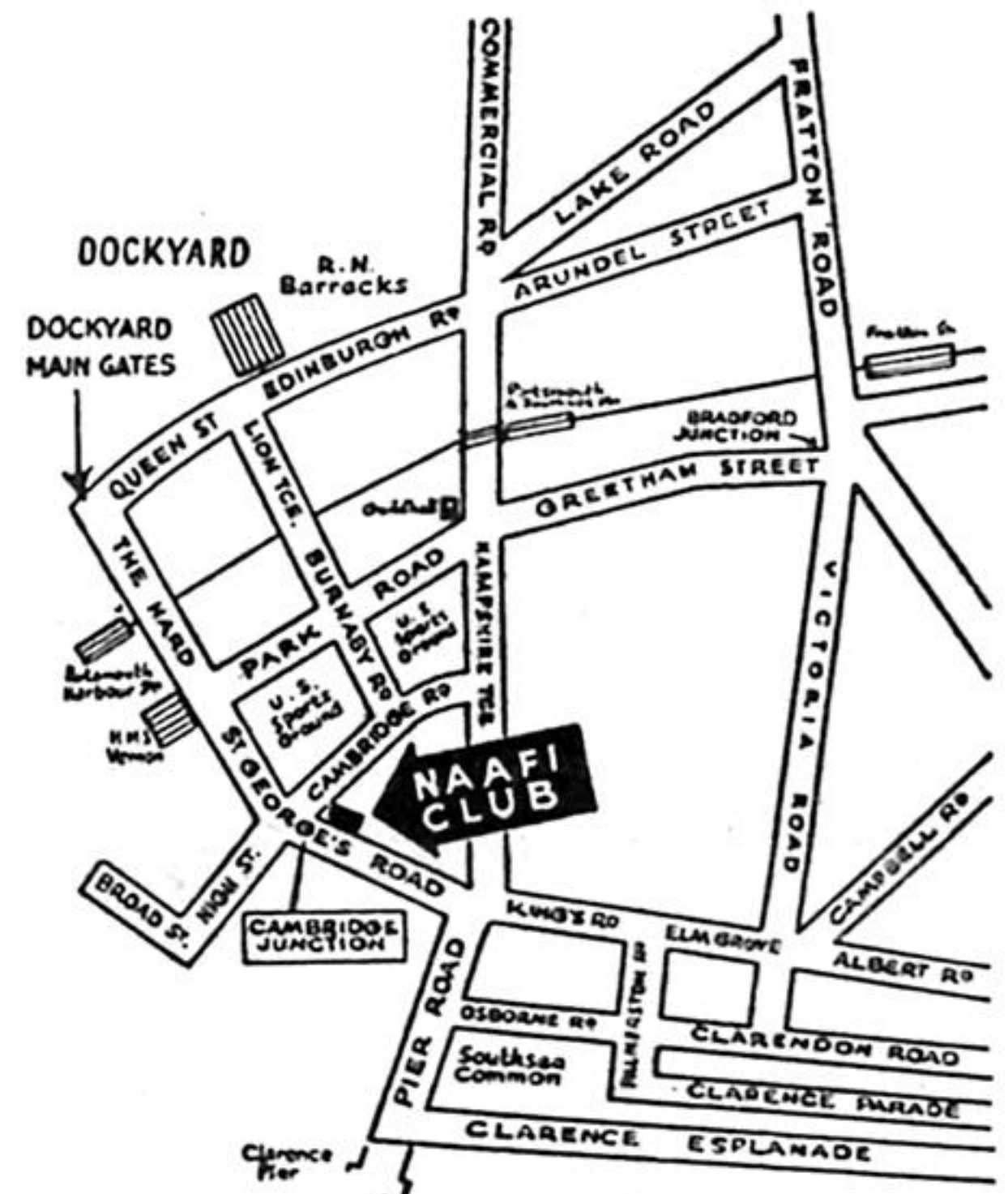
doctor did his job, signed the paper, lightly sealed the envelope and wished us the best of luck. Immediately on leaving the surgery, my friend opened the envelope, which was not yet quite stuck down, and examined the contents. Yes; he was 33½ all right, but me, only 32.

"What are we going to do about this?" we said. "I know," said Poole. "Put another figure three in front of the one already there, and a figure one over the two making it read 33½."

(To be continued in the next issue.)

THE PERFECT OFF-DUTY RENDEZVOUS FOR H. M. FORCES

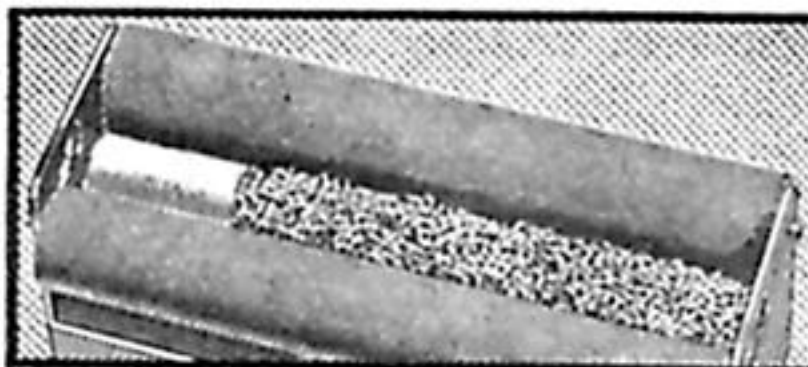
NAAFI CLUB PORTSMOUTH



OPEN 10 a.m. to 10.30 p.m.
ESPRESSO COFFEE BAR
LOUNGE BAR • TAVERN
RESTAURANT CAFETERIA
 BALLROOM • GAMES ROOM • SALES KIOSK
 TELEVISION & RADIOGRAM • SPORTS SHOP
 INFORMATION ROOM
 Telephone: PORTSMOUTH 22040

12 cigarettes for 3d

If you roll your own cigarettes, here's how to get 12 extra cigarettes from a 3d. packet of RIZLA Cigarette papers. Crumple a cigarette paper and place on machine as shown, it will save enough tobacco to make 12 extra cigarettes at a cost of 3d!



20 cigarettes for 8d

By using RIZLA Filter Tips, you not only save enough tobacco to make 20 extra cigarettes with every 8d box of 100 tips, but you also trap a large percentage of nicotine, tobacco tars, etc., and can smoke more in consequence. Note: for a cooler smoke always tap cigarette (TIP DOWNWARDS) before smoking.



Get a **RIZLA** outfit today from your tobacconist **only 9½d**

MESSAGE
FROM THE
FIRST SEA
LORD

See This Page

Supplement to Navy News

WE STILL
HAVE A
MIGHTY
BIG FLEET

See Centre Pages

'We want a compact, balanced Navy and we shall soon possess it'

FIRST SEA LORD
ON THE NAVY OF
THE SIXTIES

Quietest 'killers' yet built

THE year 1960 is a significant one for the Royal Navy. Besides being the start of a new decade, it sees the exit of the last of our battleships, the Vanguard, and the entrance of a new form of maritime power, the Commando carrier.

The tasks of the Navy today are virtually the same as they have been for the last 20 years. The main change is that we undertake many of them in close collaboration with allies. This is one of the main ways by which we hope to prevent another major war. Should such a war ever break out, we realise that we can only exist as a nation by uniting with other countries of the West. This, of course, applies not only to the Navy but to the Army and the Air Force as well.

In smaller emergencies—that is, for example, the sort of fighting which can so quickly spring up anywhere if Communist subversion and nationalist feelings get out of hand—the Navy again has a task in which it will often

have to work with other friendly navies.

In the cold war, which is the everyday struggle between East and West and where the weapons are propaganda, subversion and disturbances, the Navy has an ever-increasing part to play. Visits and assistance, both on land and at sea, by the Royal Navy are now so well established that they are only given publicity when they don't happen.

QUALITY AND QUANTITY

The Navy today has to strike a balance to meet the requirements of all these three roles. It also has to keep pace with modern developments in the

missile age and be able to stand up against the latest and best weapons of a possible enemy. This requires large sums of money to be spent on scientific research and technical development, but we must at the same time keep a balance between quality and quantity. Quantity is, of course, as much dictated by voluntary recruitment as by money.

QUIETEST KILLER SUBMARINES

The pattern of the Navy of the 60's is now beginning to emerge. The core is the aircraft carrier, such ships as the Ark Royal, Victorious, Hermes, all carrying aeroplanes with tremendous hitting power and a variety of uses, such as the N.A.39 and the Sea Vixen. Round this we have the smaller ships,

modern escorts such as the Whitby's and the new Leander Class.

Just launched and coming into service in 1962 is the Devonshire, the first of the Hampshire Class, which will provide the main guided missile element of defence for the Fleet against air attack. In addition our new class of submarines, the Porpoises and the Oberons, which are now acknowledged to be the quietest killer submarines yet built, are rapidly coming into service.

In the autumn of this year, on Trafalgar Day, we shall see the launch of the first of our own nuclear-powered submarines, the Dreadnought. For taking quick and effective action ashore in all parts of the world, we now have the Commando carrier, the first of which, the Bulwark, is in the Far East. To support her the Amphibious Warfare Squadron, consisting of L.S.T.s and L.C.T.s, which have recently been refitted and air-conditioned, is also active east of Suez.

The three new cruisers, Tiger, Blake and Lion, with their tremendously powerful quickfiring 6 in. guns will all be in commission by January, 1961. In addition, we have a considerable mine-sweeping force, and an ever-expanding fleet of support ships, oilers, supply and ammunition ships and repair ships.

A BALANCED NAVY

We know what we want. Notwithstanding limitations of manpower and money—which apply to all three Services—we shall soon possess it; a compact and balanced Navy, as modern as we can make it, and deployed worldwide. I take it as one of my most important tasks to keep that Navy active and versatile.

You will see depicted in this edition of "Navy News" a cross-section of this Navy, in which many of you serve and of which I hope you are as proud as I am.

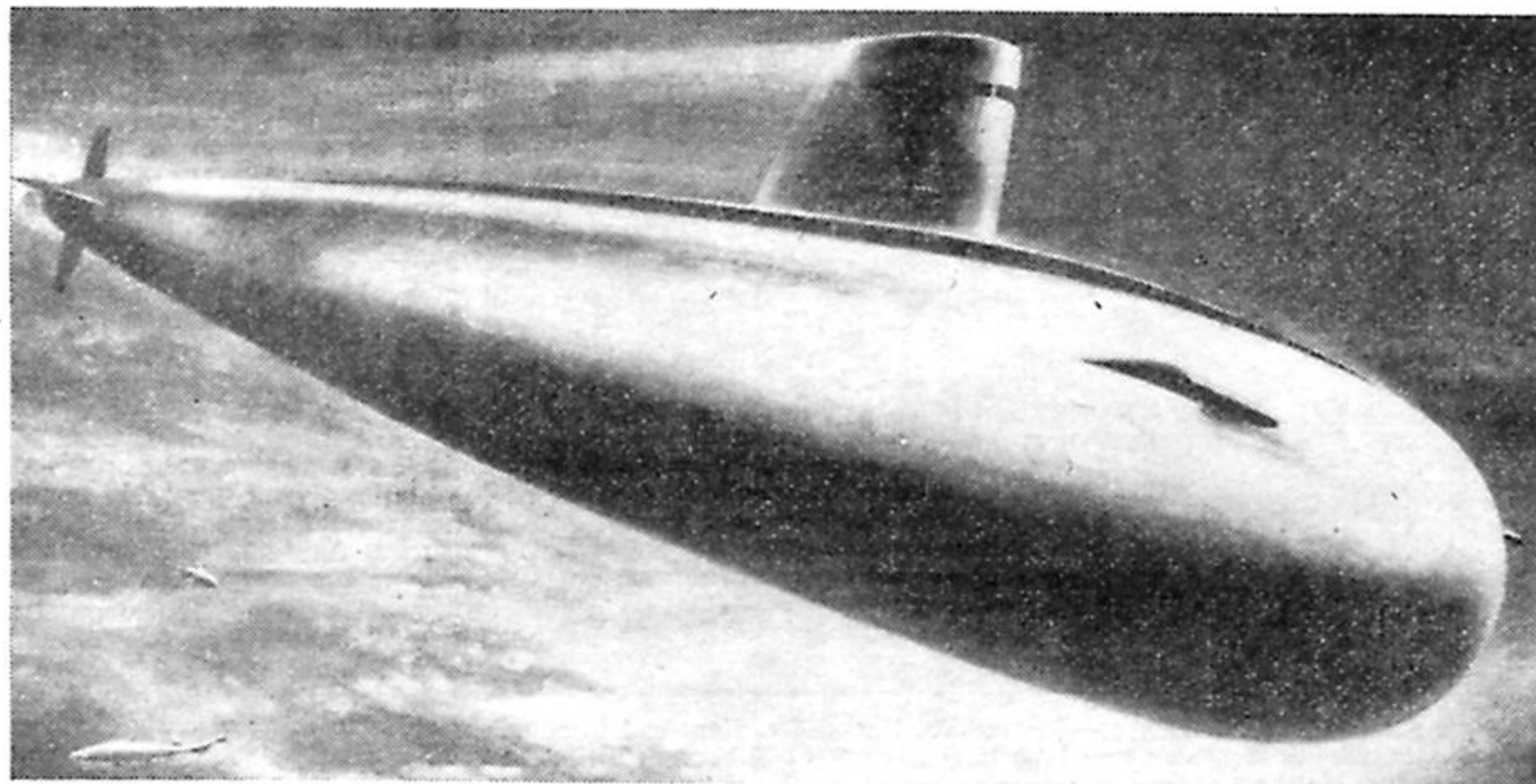
CASPAR JOHN

ADMIRALS ALL

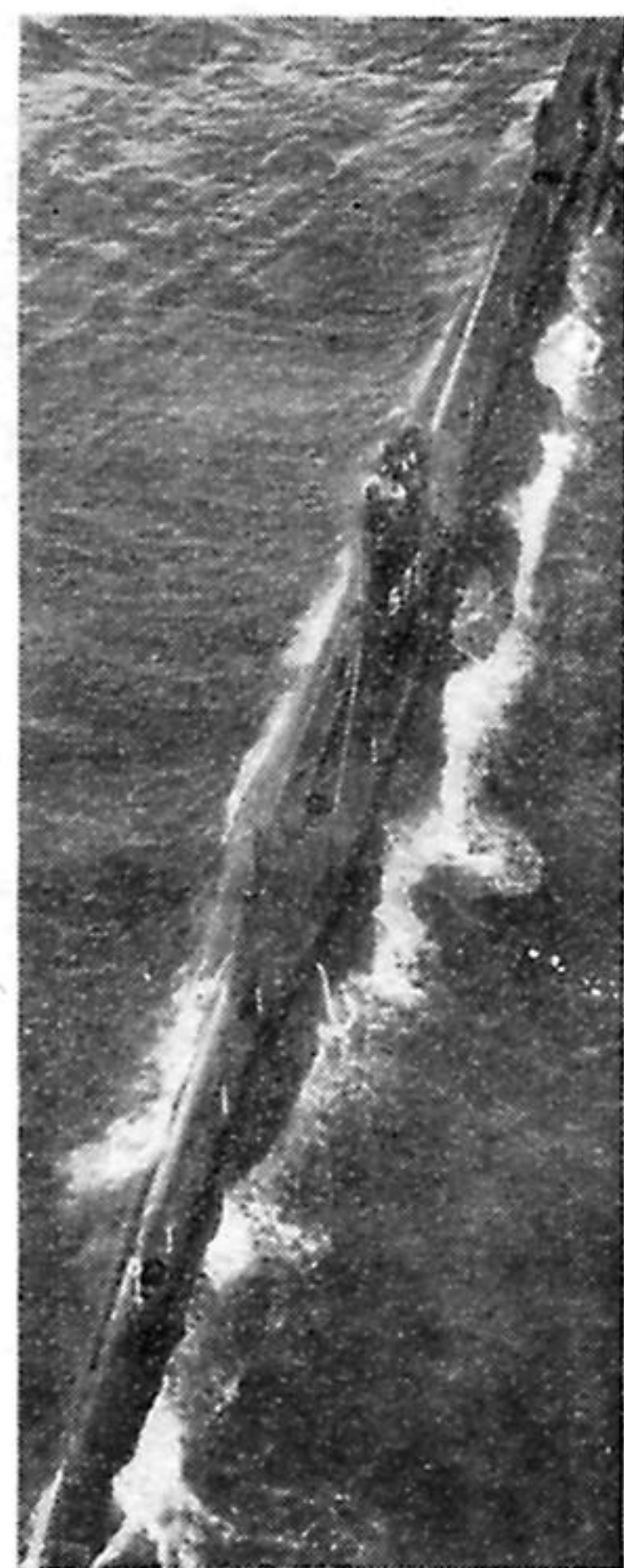


This photograph was taken on November 18, 1959, before dinner on board H.M.S. Victory in Portsmouth dockyard. The then First Sea Lord, Admiral (now Admiral of the Fleet) Sir Charles Lambe, was chairman and the occasion was one of the periodic meetings for discussion.

From left to right: Vice-Admiral D. E. Holland-Martin, Rear-Admiral J. G. Hamilton, Vice-Admiral J. D. Luce, Rear-Admiral N. A. Copeman, Vice-Admiral L. G. Durlacher, Admiral Sir Peter Reid, Admiral Sir Charles Lambe, Admiral Sir Robin Durnford-Slater, Admiral Sir Manley Power, Admiral Sir Richard Onslow, Admiral Sir Caspar John, Admiral Sir William Davis



An Admiralty artist's impression of H.M.S./M. Dreadnought (above), Britain's first nuclear-powered submarine, which will be launched by H.M. The Queen on October 21 (Trafalgar Day) next. Dreadnought will be capable of high underwater speed and will have a long endurance. Officers and men have already been trained, and are continuing training, for their work in Dreadnought. An order for a second nuclear-powered submarine is expected to be placed soon. The picture on the right is of H.M.S. Chichester, one of the five "Salisbury" class of Aircraft Direction Frigates. These ships were designed primarily for the direction of carrier-borne and shore-based aircraft. They can also serve as a lighter type of destroyer in offensive operations



An unusual photograph of H.M.S. Tireless. The welded submarines of the "T" class were "converted" and have had an additional section of about 20 feet built into them. Tireless was riveted and the additional section could not be fitted but she has been rebuilt on lines similar to the American "Guppy" type (Greater Underwater Propulsive Power)

Although no longer pre-eminent in still has vast fleet

SHIPS AND AIRCRAFT HAVE INCREASED CAPABILITY Can share burden to advantage

IT is a natural feeling—particularly among those who remember the huge fleets of the past—to compare the size of the Royal Navy today with those fleets, and for the inference to be drawn that today's navy is a small one.

In numbers of ships and in comparison with the fleets of the United States and Russia it must be acknowledged that Great Britain no longer occupies the pre-eminent position she once held.

There are, however, two or three factors which must be taken into account.

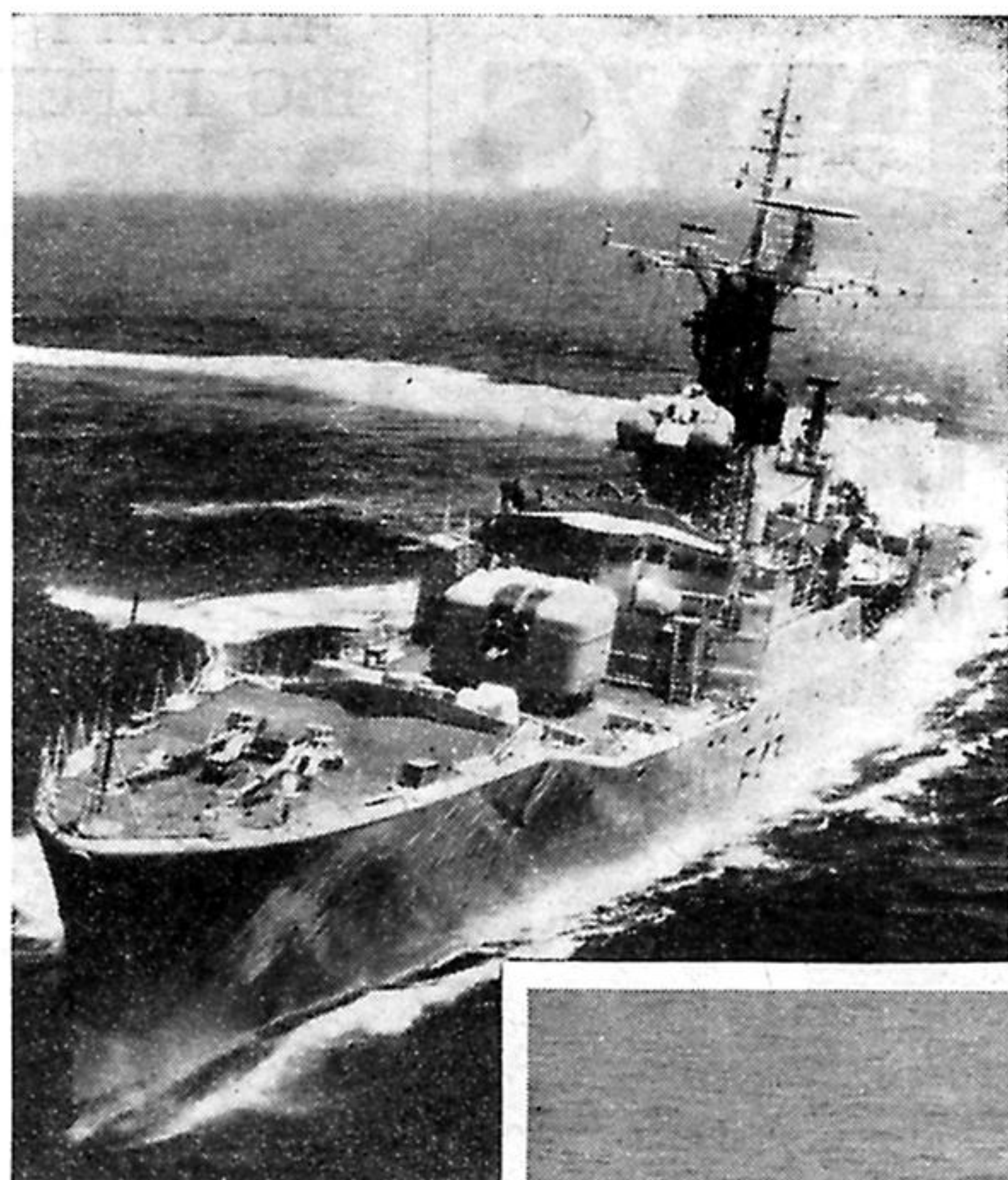
Firstly there are the navies of the other countries of the Commonwealth, virtually non-existent two or three decades ago.

Secondly there is N.A.T.O. The Royal Navy is a part—a great part—of that organisation.

The third factor is the increased capability of ships.

A fourth factor is the cost. The increased capability has meant increased complexity which, in turn, has meant vastly increased costs.

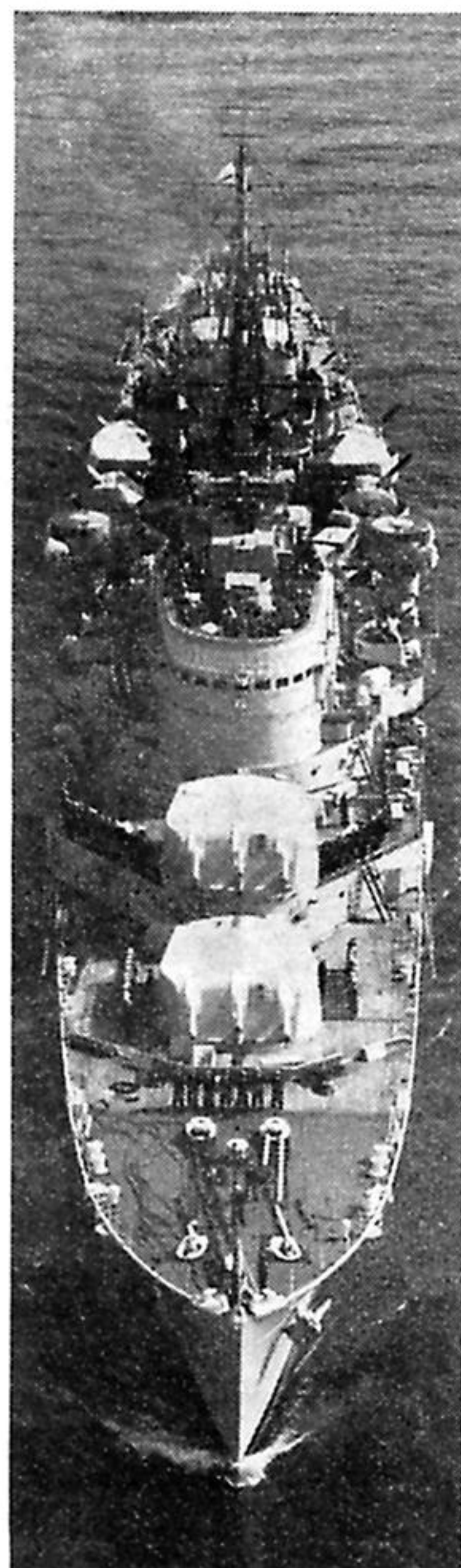
It follows that the sharing of the burden with Commonwealth and N.A.T.O. countries means that the navies of the free world can be disposed throughout the world in the most advantageous manner. All the eggs are not in one basket.



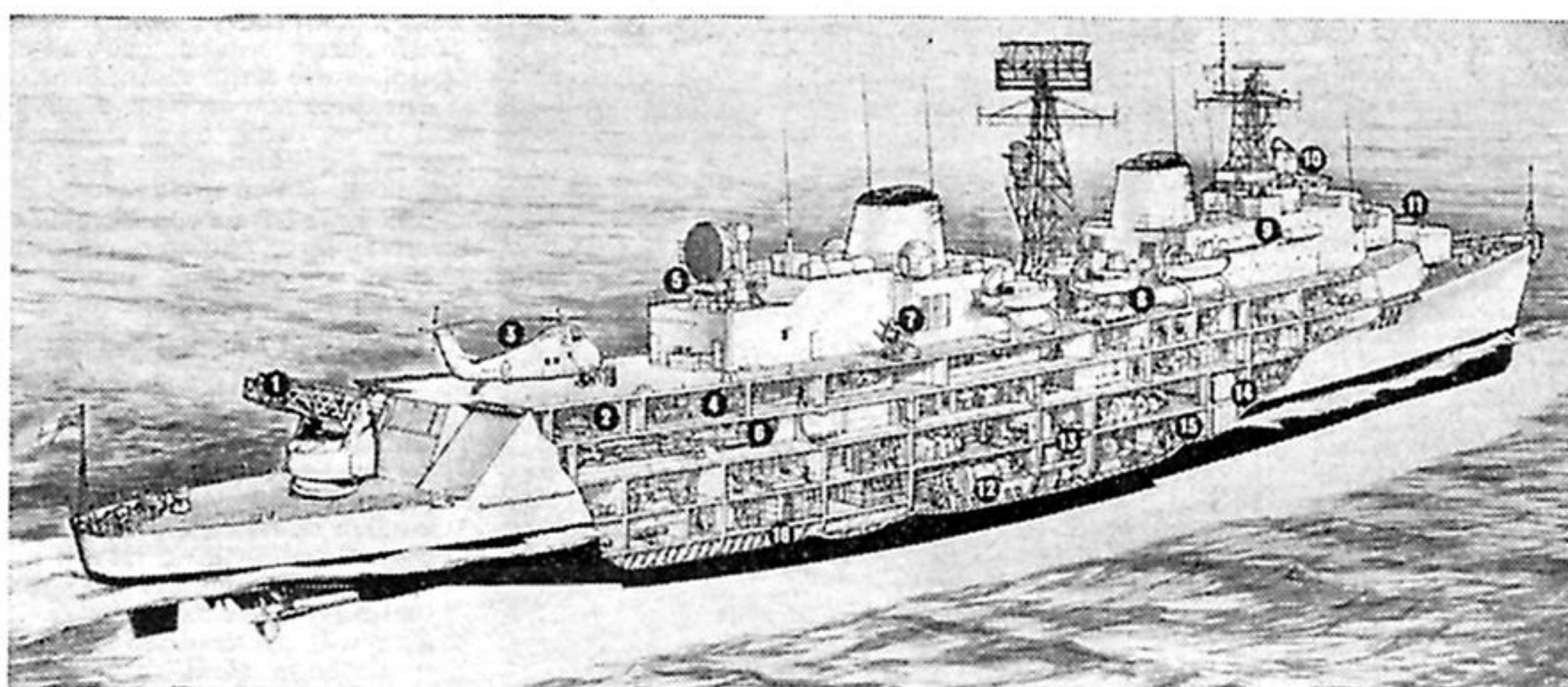
H.M.S. Torquay—an anti-submarine of the Whitty class. Most of the 18 ships of this class have now joined the fleet and they are considered to be the most useful class of small ships yet put into service. The operations room is the finest ever put into a small ship



H.M.S. Puma—one of the four "Big Cats" of the Leopard class anti-aircraft frigates. Can be used as a medium type of destroyer in offensive operations. Others of this class are Jaguar, Leopard and Lynx



H.M.S. Birmingham (9,100 tons standard) is now in reserve. Built in Devonport dockyard and completed in 1937, she was of the Southampton class. Sister ships Gloucester, Manchester and Southampton were lost during the war



An artist's impression of the Royal Navy's guided-missile destroyers—Devonshire, Hampshire, Kent and London. The Devonshire was launched by Princess Alexandra at Birkenhead on June 10. These ships will be armed with the guided missile Seaslug for long ranges and Seacat for short ranges. The three main roles of this class will be escort duties with a task group, offence operations as part of a task unit of light forces and police duties in peace time in any part of the world. They will have an endurance which will allow them to operate for long periods on their own

STILL A VAST FLEET

What is the state of the Royal Navy today? It is still a vast fleet—greatly increased fire power, speed, manoeuvrability and endurance—and although the 35,000-ton giant battleships of the past no longer reign supreme it is fast becoming a homogeneous fleet capable, with the allies of the free world, of defending those things we hold dear.

When the First Lord of the Admiralty presented the Navy Estimates to Parliament in February last, the strength of the fleet was:

- (a) Operational or preparing for service in the Operational Fleet—147 ships of all classes.
- (b) Ships engaged on trials and training—42.
- (c) Fleet support ships and auxiliaries—47.
- (d) Ships in reserve, undergoing long rest, modernisation, etc.—338.

Of this large force of 574 ships a number have been disposed of since the First Lord made his report but modern, more efficient units, have taken the place of some of them.

NO BATTLESHIPS

Now that Vanguard is no longer part of the Navy, Great Britain has no battleships and the operational fleet at the time the estimates were presented consisted of 4 aircraft carriers, 1 commando carrier, 5 cruisers, 20 destroyers, 34 frigates, 2 despatch vessels, 1 fast minelayer, 1 ice patrol ship, 31 submarines, 37 minesweepers, 4 coastal craft and 7 landing vessels and the ships engaged on trials and training were 1 guided missile trials ship, 3 destroyers, 17 frigates, 2 submarines, 14 minesweepers, 3 coastal craft and 1 landing vessel.

The carriers in the operation fleet are Ark Royal, Hermes, Centaur and Albion (which will be relieved by Victorious when that ship completes her current refit). The Commando carrier, Bulwark, may have a sister ship in the near future.

The air defence system installed in Britain's latest carriers—Victorious and Hermes—provides the best air defence radar in the world and is stated "to combine early warning and high discrimination of an aircraft's position in plan and height simultaneously."

A complex and semi-automatic

"We finest in the"

electronics sys plays the info Admiral or Ca the tactical situ the sky for mi Admiral of batten has desc carriers as th "Nothing can that I know of

Of the five the Lion (th July 20) are button" cruise the last conver be built. The the Belfast, E the last of wh extended reser the year.

LIGH The destroy the First Lord 7 Battles, 4 Wa Although class ships are reall placement the thousand tons "D"s which se at the beginni their speed, ability are alr more so—than

Among the s tioned are Da axe and Caesa

Coming to t of all work" of the fleet—g given by the and in March aircraft friga Bay class an Salisbury cl frigates and 2 (10 Whitbys, verted from class).

The two Alert and the on the Far E Stations respo

The Fast M has often fl Commander-i

Protector— already comp in Antarctica.

Tu

AT PORTSMOUTH NAVY DAYS THEY INTEND TO FIRE ONE OF H.M.S. VICTORY'S CANNON

INTERESTING displays and demonstrations have been arranged at both Plymouth and Portsmouth for the August Bank Holiday week-end Navy Days which are to be held on Saturday 30th, Sunday 31st July, and Monday August 1.

At Portsmouth 20 ships will be open to visitors including four H.M. Canadian ships.

At Plymouth the number of ships over which the visitors may look is 14.

H.M. Ships Tyne, Centaur,

Apollo, Gambia, Saintes, Battleaxe, Crossbow and the submarines Talent, Tally Ho, Trespasser and Trenchant will be among the ships open to visitors.

At Portsmouth displays include Engineering, Electrical, Cookery, Royal Marines, W.R.N.S., Communications, Search and Rescue Display, Diving and Torpedo Firing Display and there will be a Gymnastic Display, and Cere-

monial Arms Drill by Royal Marines.

Royal Marine bands will play daily and the Royal Marines bands of Portsmouth, Home Fleet and Air Command will Beat Retreat and perform the lovely sunset ceremony each evening.

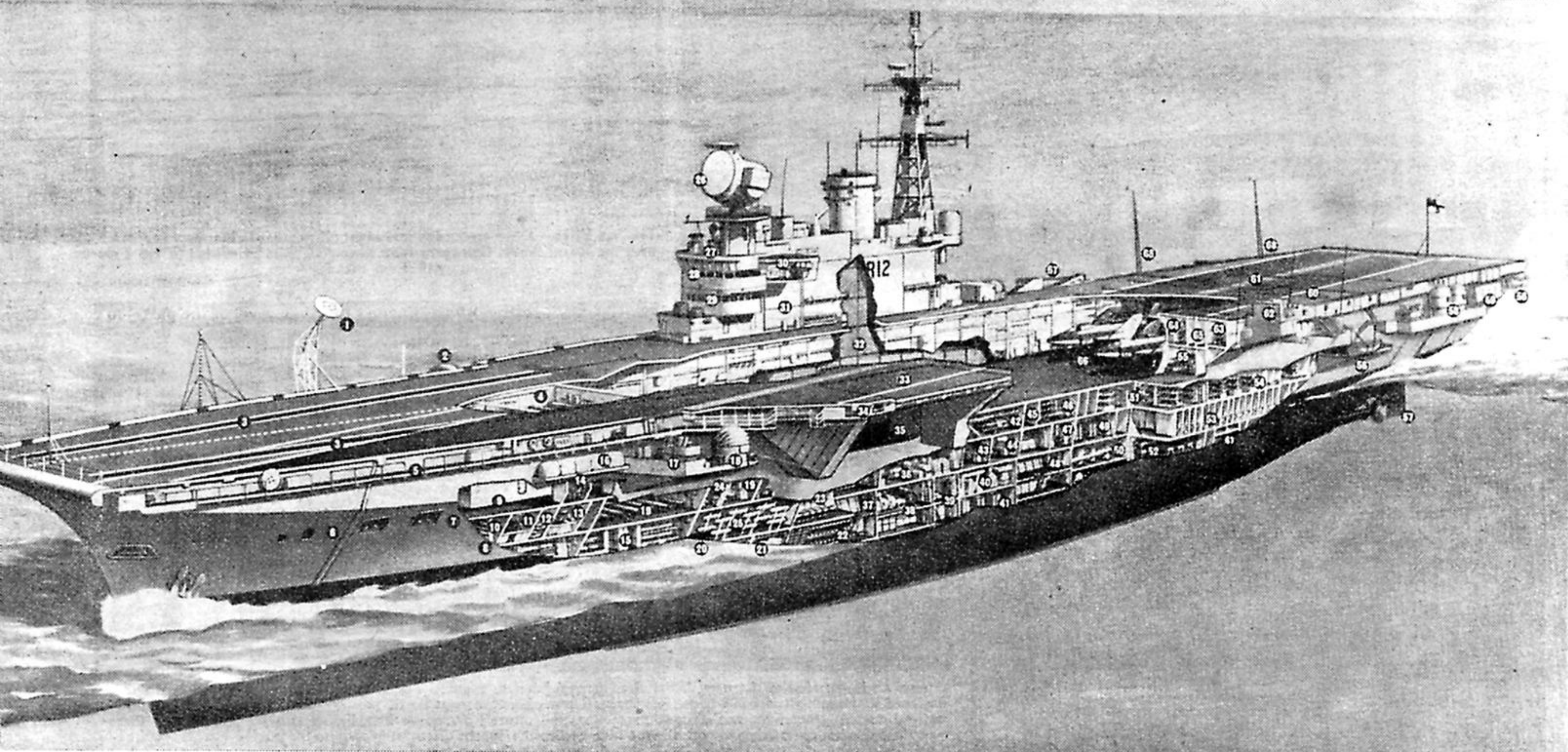
A special item at Portsmouth will be the period drill and the firing of one of H.M.S. Victory's cannon.

Navy Days, all profits from which go to naval charities, promises to be an even better, bigger and brighter show than ever.

The Painted Hall, Royal Naval College, Greenwich, has, after three and a half years' work, been restored. A special photographic exhibition to illustrate the way in which Sir James Thornhill's masterpiece has been renovated is on until September 21.

numbers Great Britain

HERMES IS THE NATION'S
LATEST AIRCRAFT CARRIER



H.M.S. Hermes (22,500 tons standard), Britain's latest aircraft carrier. This cut-away diagram shows—1, carrier-controlled approach beacon; 2, director; 3, catapult; 4, CPO's dining hall; 5, side-gangway; 6, cable deck; 7, hangar deck; 8, main deck; 9, shipwright's shop; 10, victualling office; 11, vegetable kitchen; 12, beef screen; 13, cooks' kitchen; 14, potato store; 15, seamen's mess; 16, inflatable life rafts; 17, twin bofors; 18, director; 19, crew's dining hall; 20, middle deck; 21, cold rooms; 22, aircraft tyre and tube store; 23, ratings' washplace; 24, library; 25, air bottles for deck edge lift; 26, Type 984 radar; 27, pilotage position; 28, compass platform; 29, admiral's bridge and command planning room; 30, flying control; 31, operations room; 32, uptakes; 33, deck edge lift; 34, port side light; 35, side entrance to hangar; 36, laundry; 37, "A" boiler room; 38, "A" engine room; 39, "A" gearing compartment; 40, No. 2 machinery compartment; 41, stores; 42, air weapon assembly space; 43, telephone exchange; 44, machinery control compartment; 45, uptake; 46, mess; 47, soot removal plant; 48, "B" boiler room; 49, engineers' store; 50, auxiliary machinery; 51, mechanics' mess; 52, naval store; 53, crew's lavatories; 54, CPO's mess; 55, battery charging compartment; 56, 27 ft. motor whaler; 57, spade type rudder; 58, directors; 59, inflatable life rafts; 60, arrester wires; 61, lift; 62, deck-landing mirror; 63, crew's mess; 64, aircraft control; 65, passages; 66, scimitars; 67, aircraft and boat crane; 68, hinged aerial.

(By courtesy of Messrs. Vickers-Armstrongs (Shipbuilders) Ltd., Barrow-in-Furness.)

have the radar World"

System collects and dis-
semination, enabling the
captain to see at a glance
situation in any section of
area around him.

the Fleet Earl Mount-
batten described the radar of these
as the finest in the world.
"touch our Type 984
radar."

cruisers, the Tiger and
the Lion commissioned
Britain's latest "push-
ers" and are, possibly,
the first type cruisers to
be built since the three
cruisers are
Bermuda and Gambia,
which is to be reduced to
one towards the end of

CRUISERS

operational when
spoke were 4 Darings,
weapons and 5 "C" class.
ed as "destroyers" these
light cruisers. In dis-
they are only about a
less than the "C"s and
served the nation so well
ing of the last war, and
endurance and hitting
most equivalent—if not
those ships.

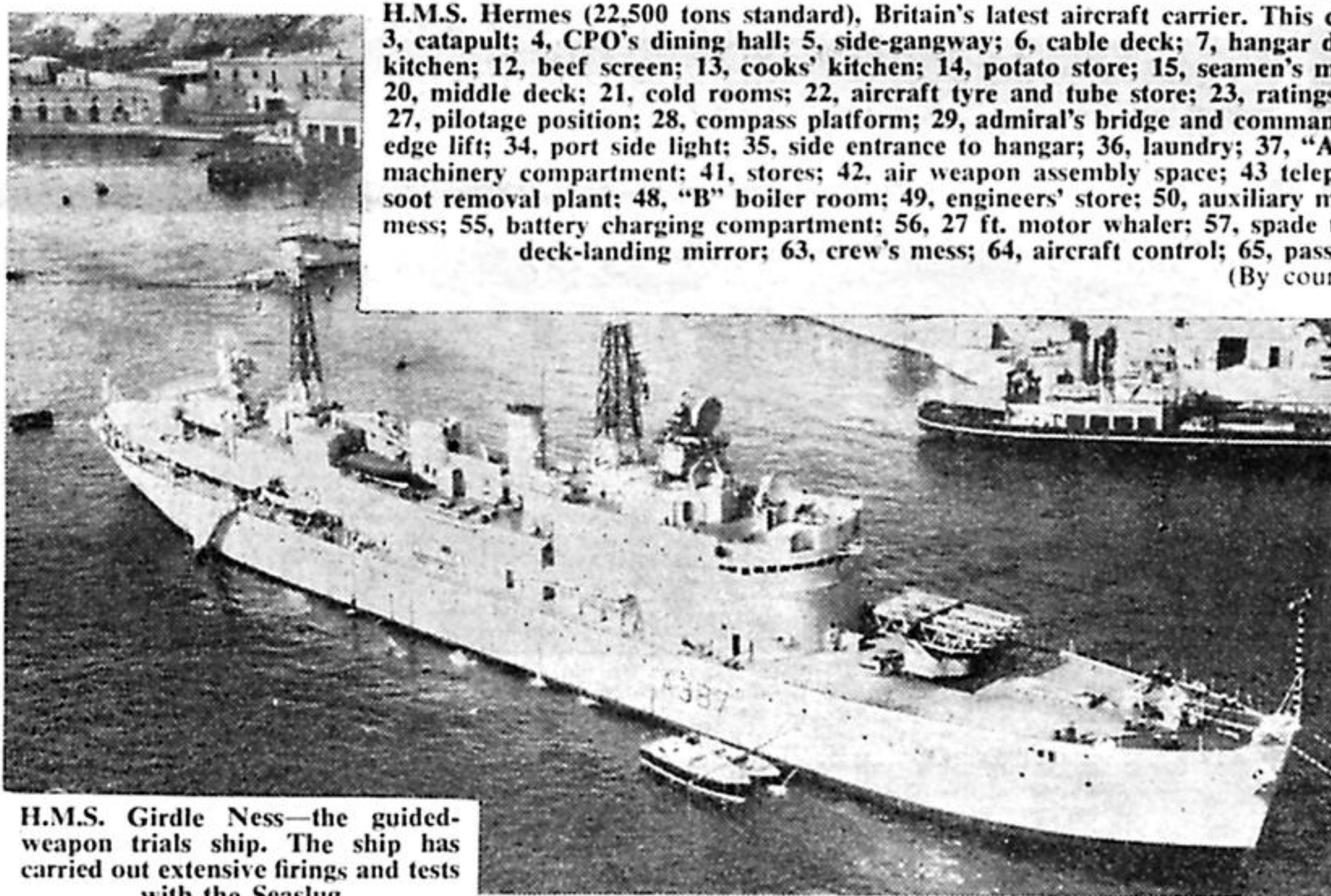
ships of the classes men-
ring, Agincourt, Battle-
star.

the frigates—the "maids
of the fleet—the "eyes"
great emphasis has been
Admiralty to this class.
last there were 7 anti-
es (4 Leopard class, 2
and 1 Black Swan), 4
class aircraft direction
3 anti-submarine frigates
4 Blackwoods, 4 con-
destroyers and 5 Loch

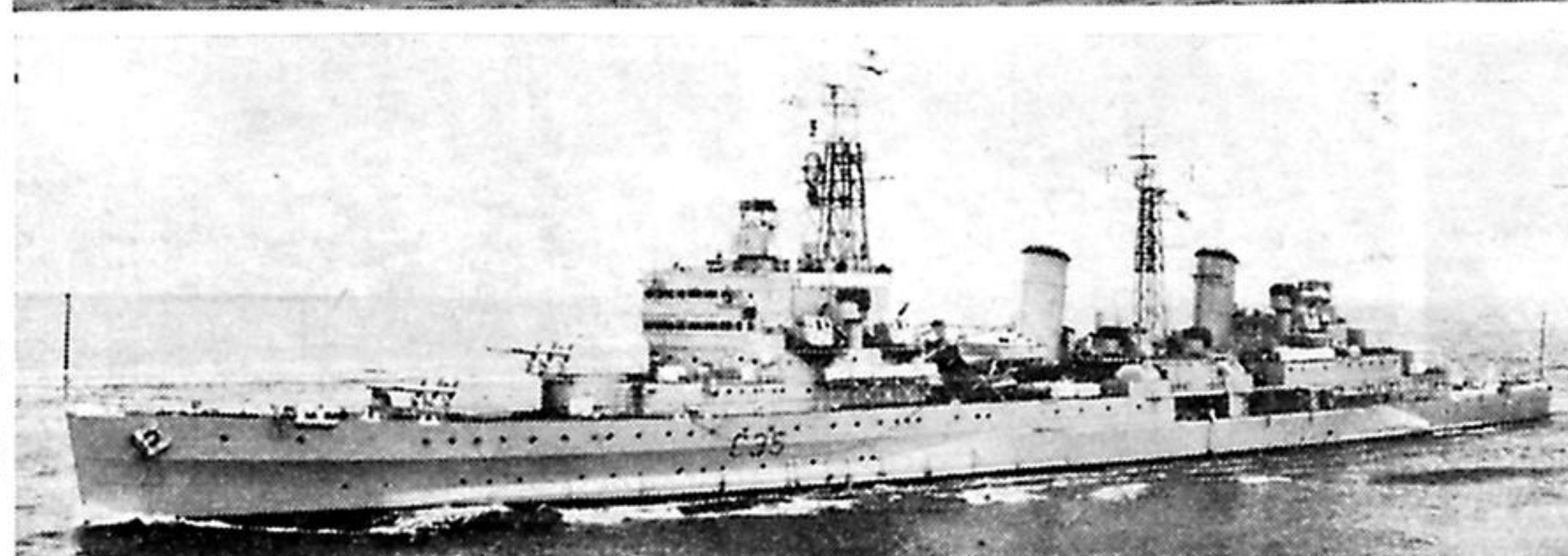
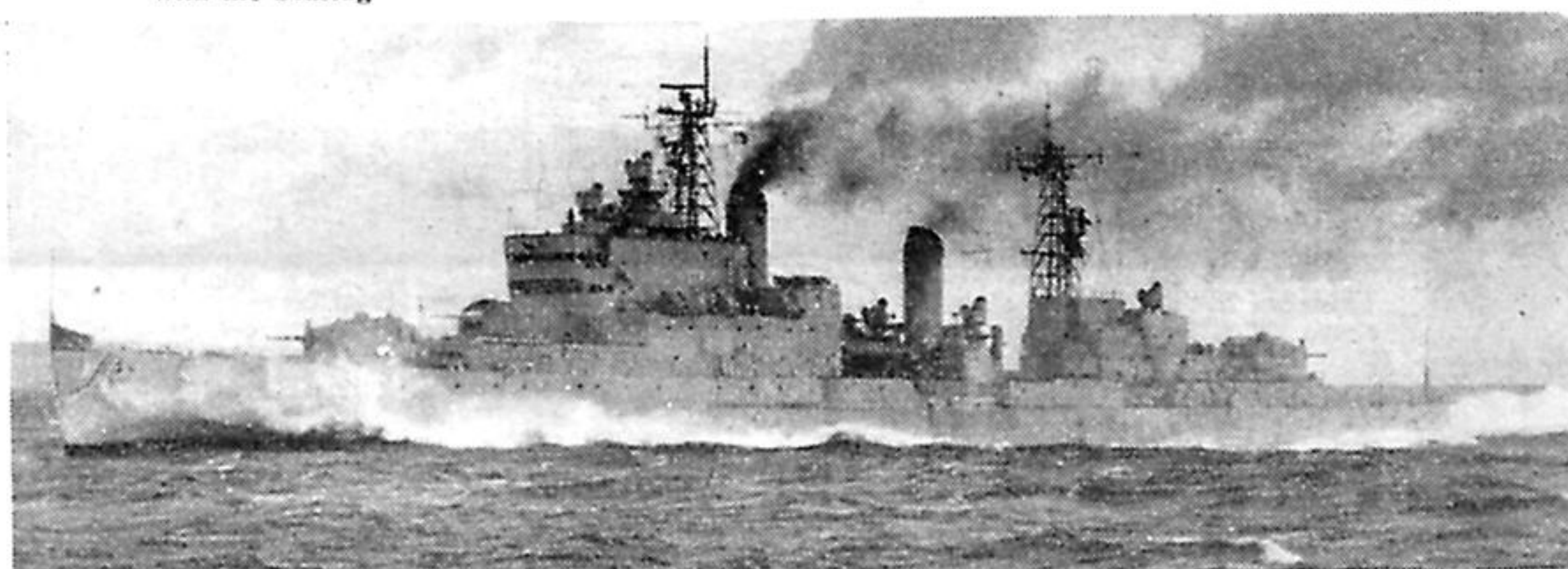
despatch vessels—the
Surprise—are employed
East and Mediterranean
actively.

inlayer is Apollo which
own the flag of the
in-Chief Home Fleet.

the Ice Patrol Ship—has
pleted five commissions



H.M.S. Girdle Ness—the guided-
weapon trials ship. The ship has
carried out extensive firings and tests
with the Seaslug



The Westland Wessex helicopter which made its first deck landing
on H.M.S. Hermes during June last. Designed primarily for anti-
submarine duties, carrying special search equipment and strike
weapons. Can accommodate, in addition to a crew of two, 12 pas-
sengers and baggage or eight stretchers

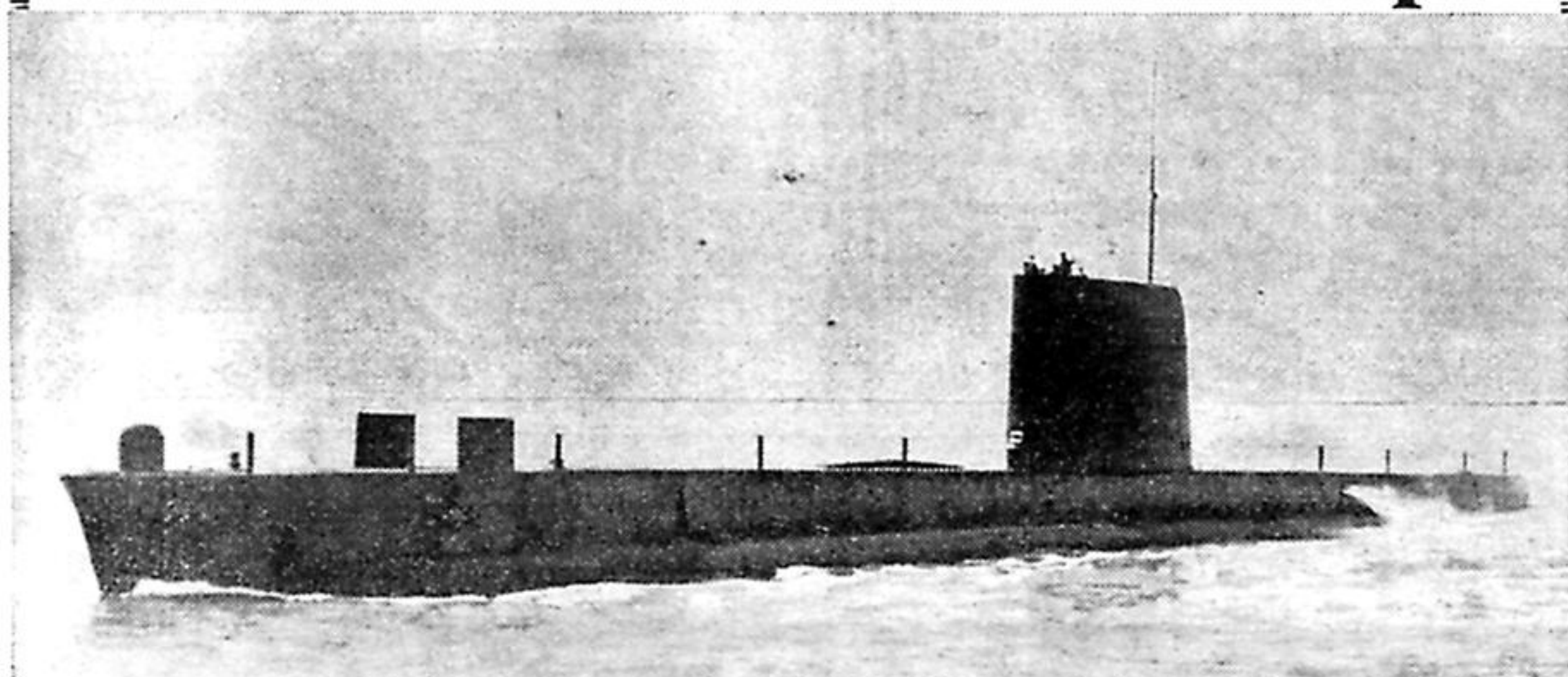
THE three "Tiger" class cruisers (Tiger, Lion and
Blake) will all be in commission by January,
1961. Although these ships were laid down in
1941-42 work was suspended on them in 1946.

In 1954 it was decided to complete them, but they
were virtually dismantled and then constructed to
a new design. Their standard displacement is 9,550
tons and they have a peace-time complement of
698.

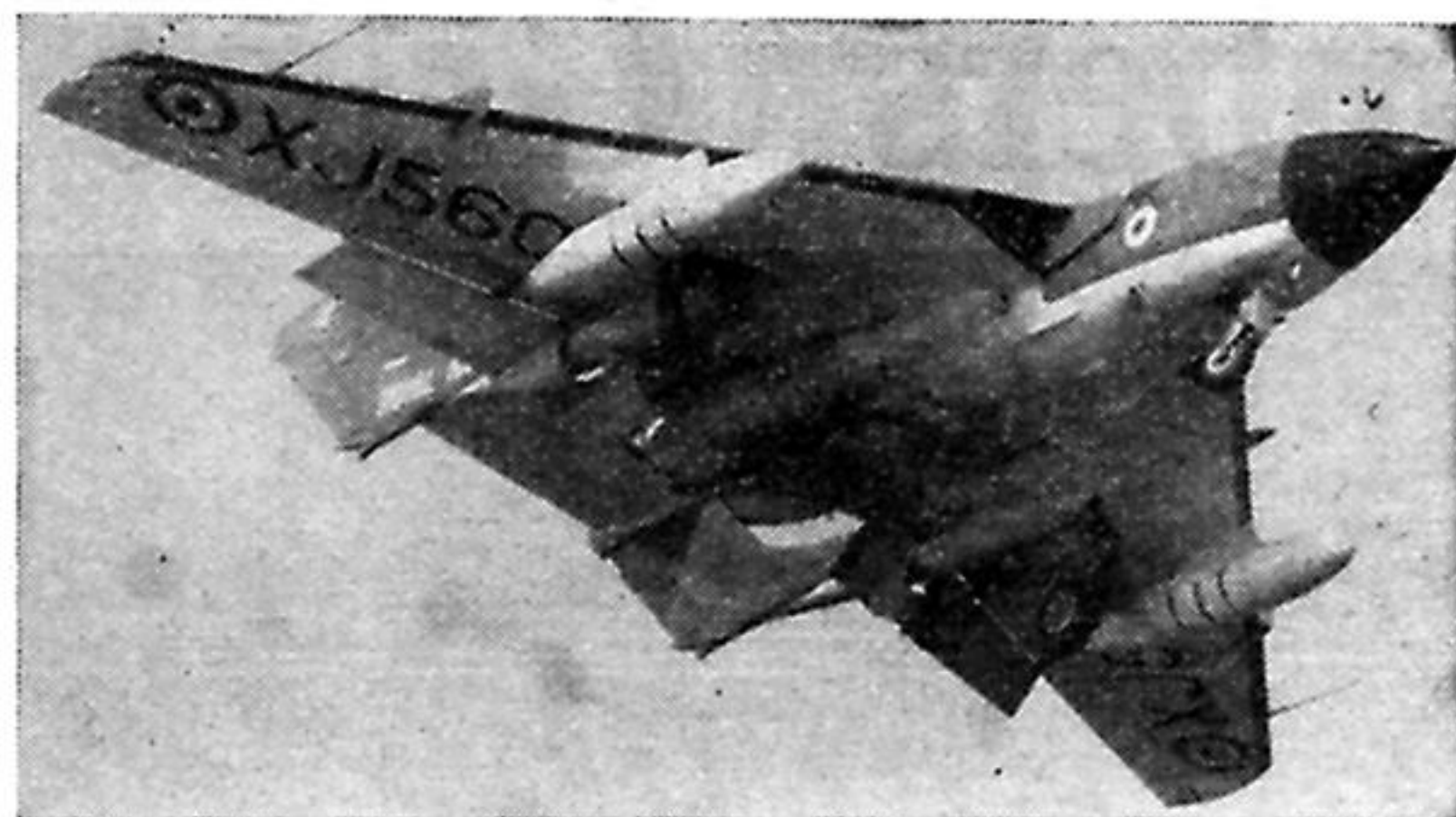
H.M.S. Tiger (top left) was the first to be com-
pleted and she is now operating in the Mediter-
ranean. Her main armament is four six-inch guns,
mounted in two twin turrets, and the rate of fire of
these guns is more than twice that of any previous
cruisers.

H.M.S. Belfast (bottom left)—the Royal Navy's
largest cruiser—is of 11,500 tons (standard) and
she carries 12 6-inch, eight 4-inch A.A., and 12
40-mm. A.A. guns. She is at present serving on the
Far East Station.

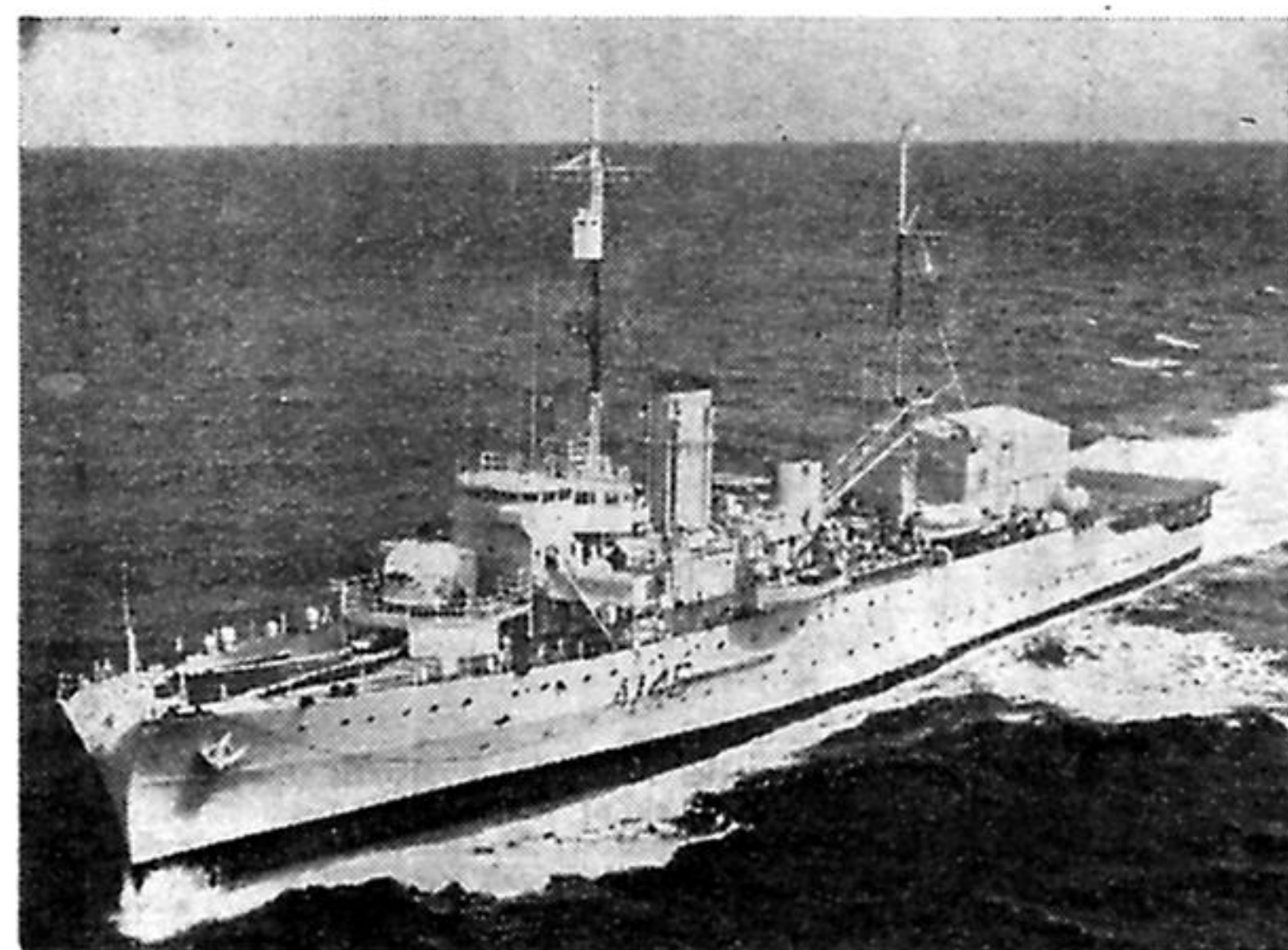
Gone are the Giant Battleships



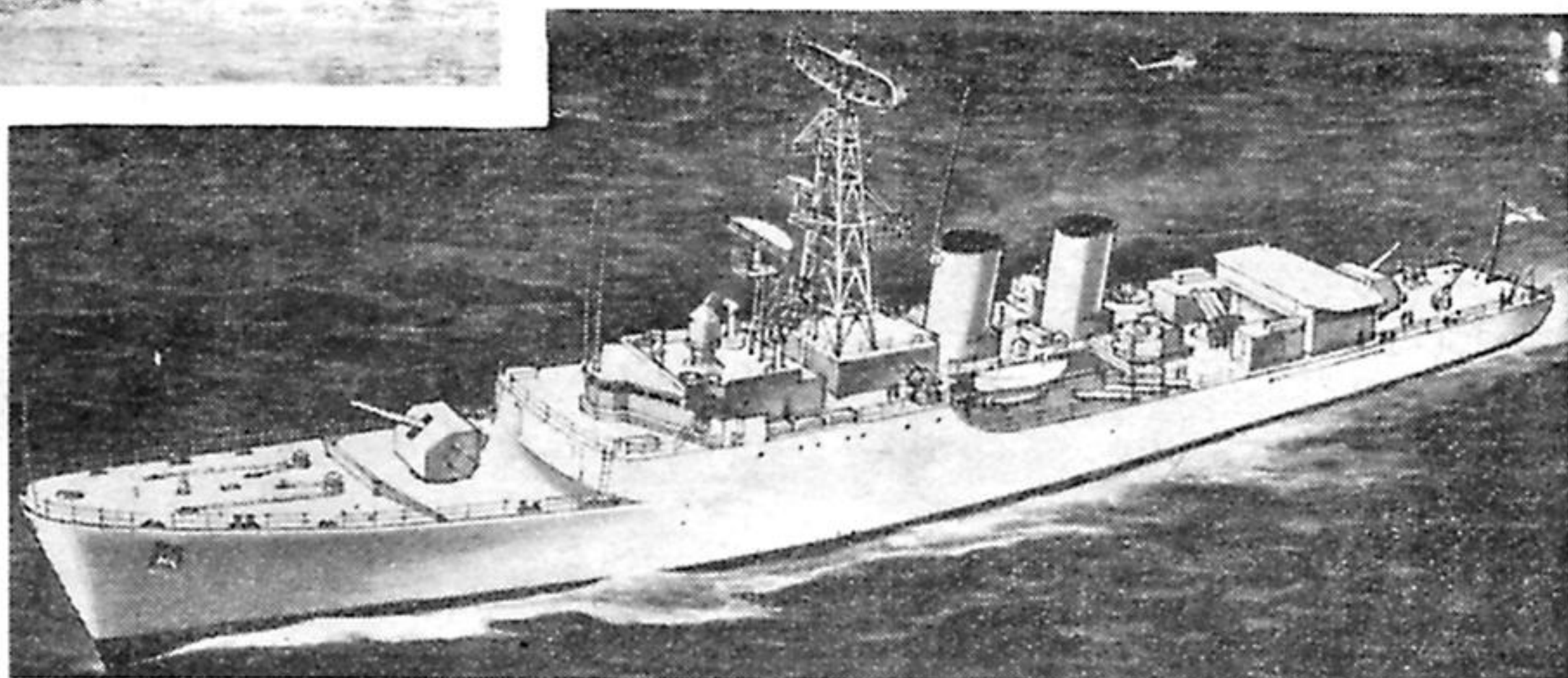
H.M.S. Porpoise—one of eight of that class. The new "Oheron" class, eight also, will shortly be coming into service. The quietest attack submarines ever built



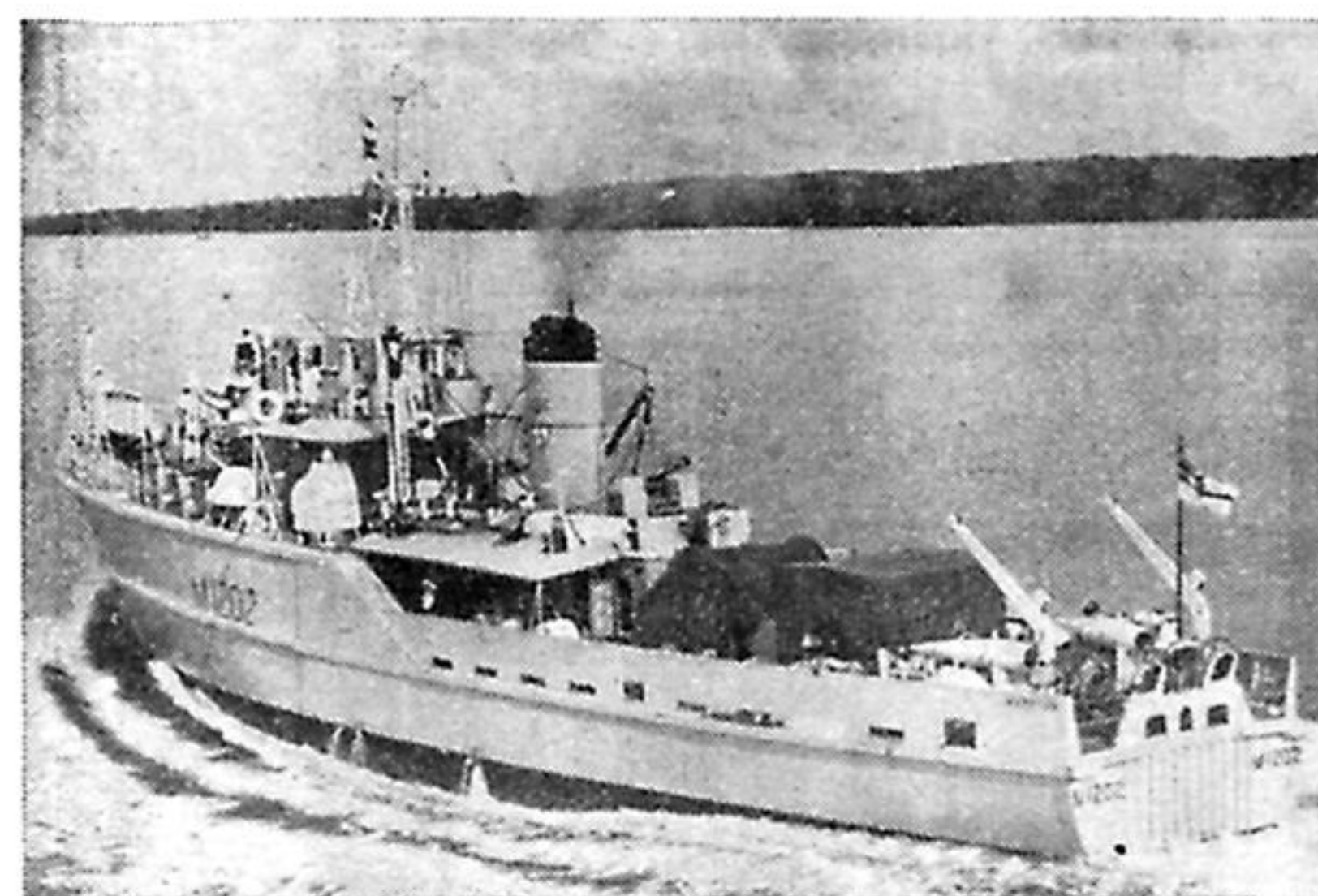
The Sea Vixen—a two-seater day and night all-weather fighter now in service with the Royal Navy. Can carry four Firestreak missiles. Fitted to fire 2 in. and 3 in. rockets



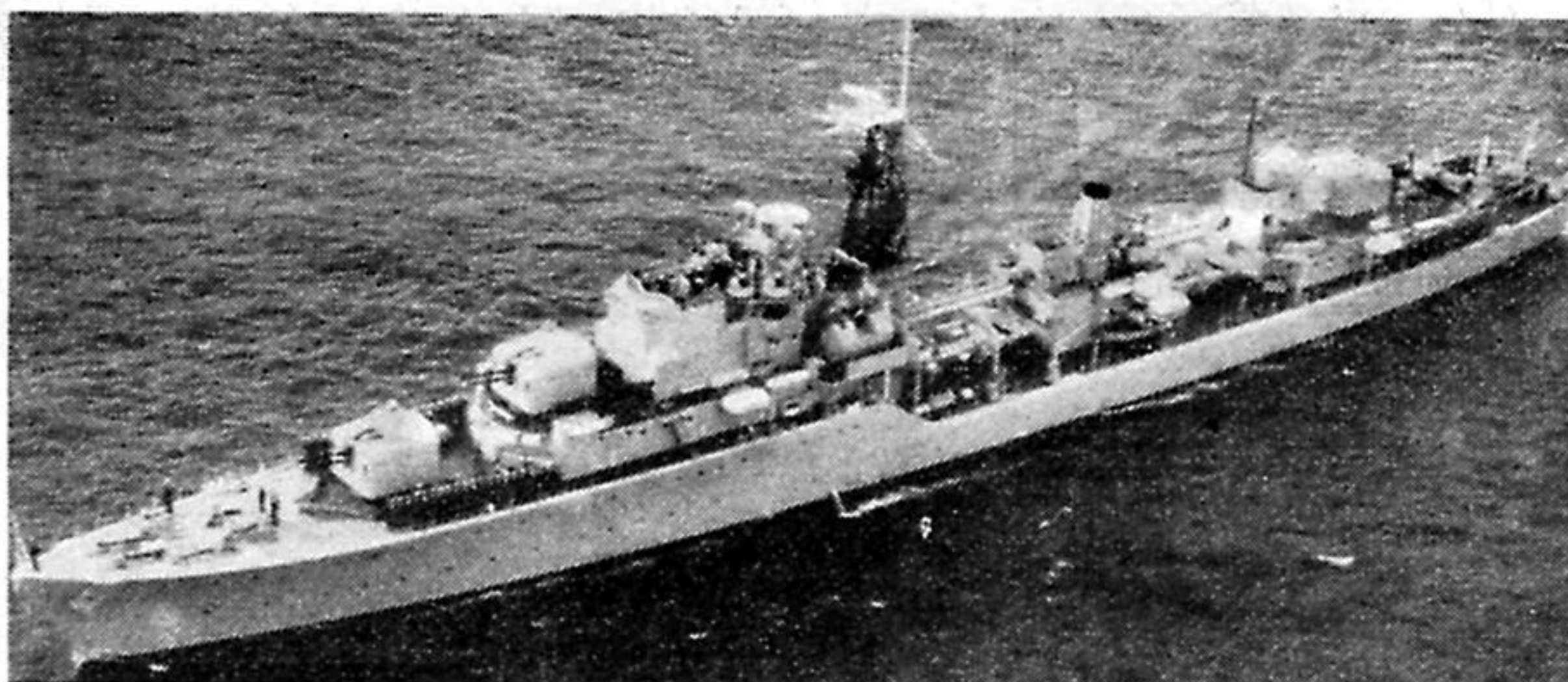
H.M.S. Protector, an ex-Netlayer, fitted for service in the Falkland Islands Dependencies. Has already spent five seasons in Antarctica



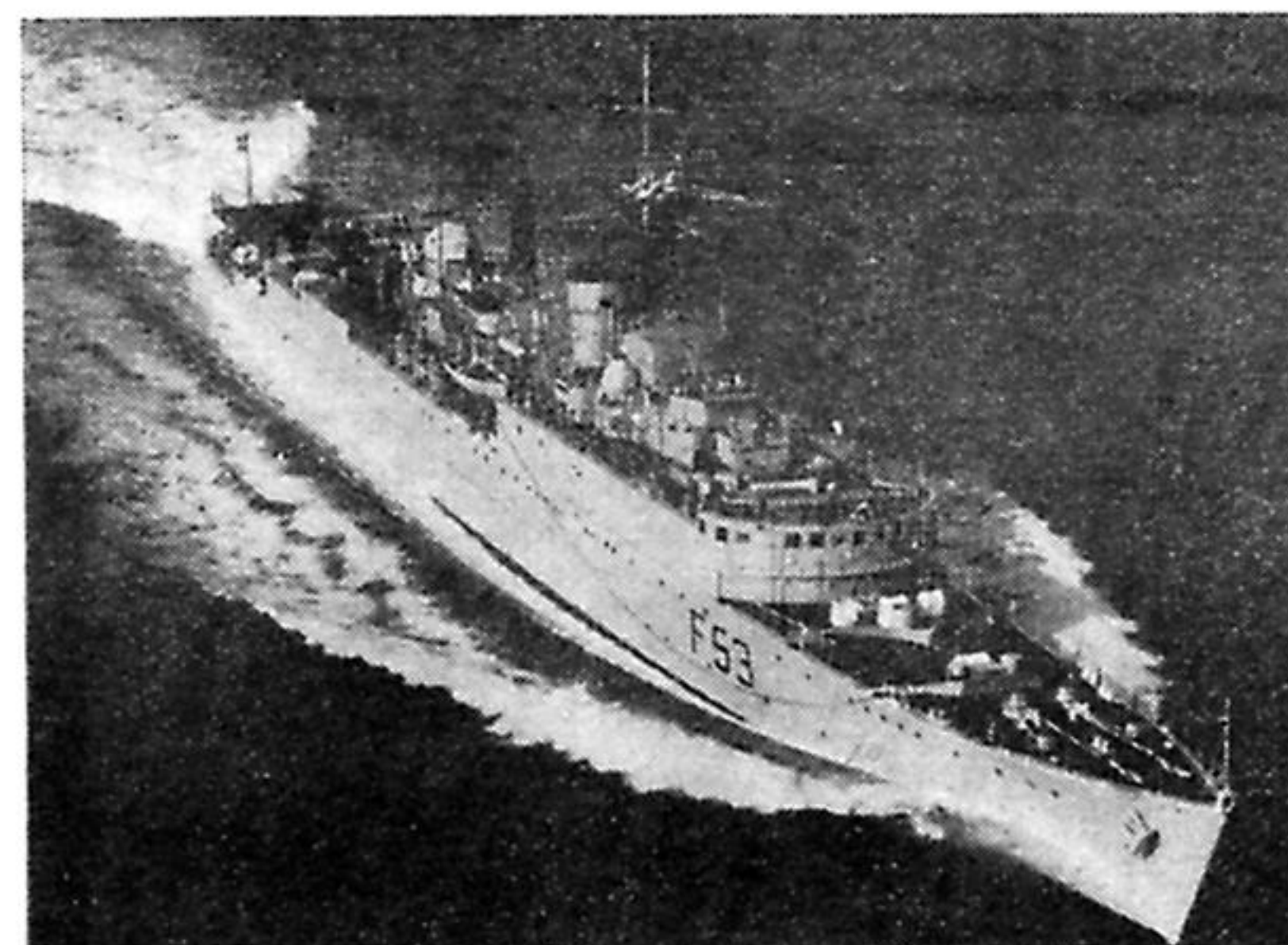
An artist's impression of the new Tribal class general purpose frigates. There are to be seven of the class and their designed displacement is 2,800 tons (full load). These ships are capable of meeting the main escort functions of anti-submarine protection, anti-aircraft protection and aircraft direction. Fitted with two 4.5 guns and a three-barrelled Limbo, these frigates will also be able to fire the Seacat close-range ship-to-air guided missile. Will also carry a helicopter



The Royal Navy has a large number of minesweepers and the photograph shows H.M.S. Maryton—one of the "Ton" class. These ships are built to provide the lowest possible magnetic attraction for action against magnetic mines. Of 360 tons standard they have a peace-time complement of 27



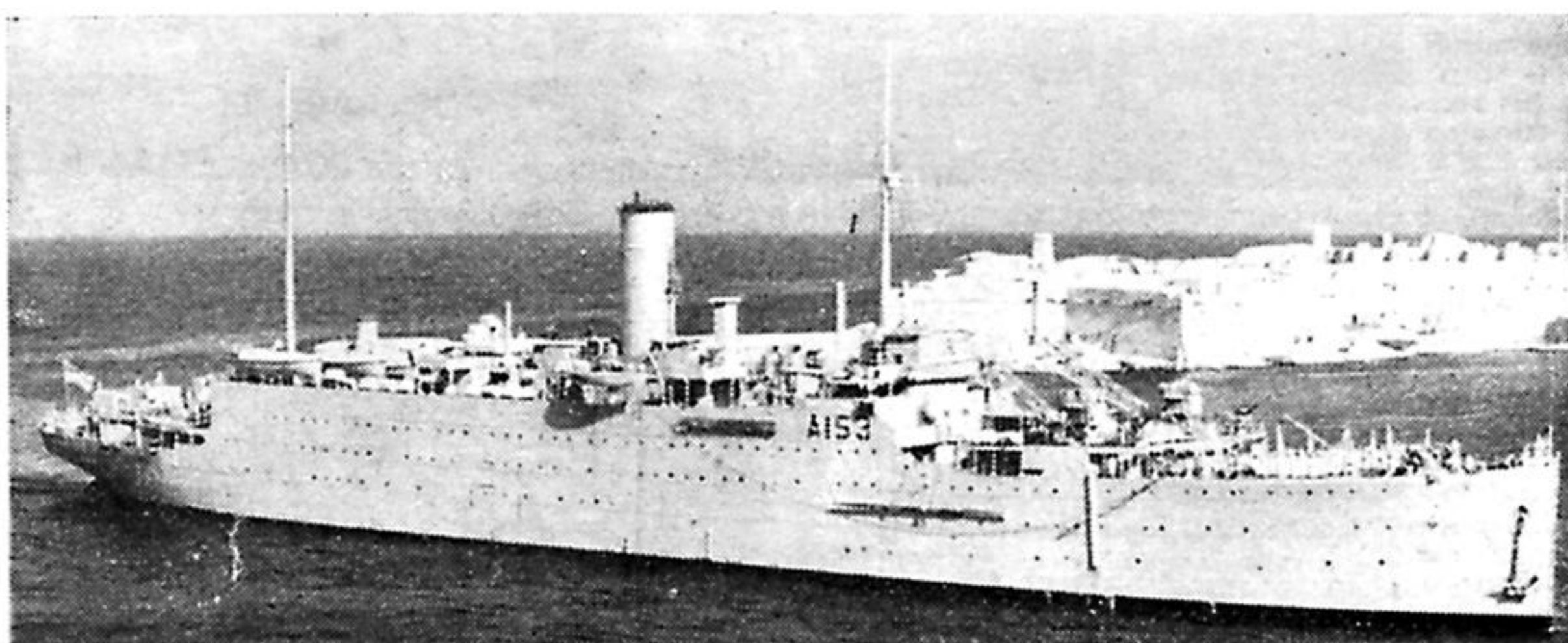
H.M.S. Defender, a destroyer (2,800 tons standard) of the Daring class. Others of this class are Dainty, Daring, Decoy, Delight, Diamond, Diana and Duchess



H.M.S. Undaunted, one of the eight "U" class Fast Anti-Submarine Frigates (fully converted from destroyers). Undaunted and Grenville (the Leader) are fitted with a helicopter platform aft. Of 2,700 tons (full load) these ships have a complement of 175 to 195. Undaunted was built by Cammell Laird & Co. Ltd., at Birkenhead and was laid down in September 1942, launched in July 1943 and completed in March 1944. She was converted in 1952-53 by J. Samuel White & Co. Ltd., Cowes



There are 12 "Blackwood" class, Type 14, anti-submarine frigates in the Royal Navy and H.M.S. Russell is shown above. Of 1,100 tons (standard) displacement, were built in prefabricated sections and are designed for a mainly anti-submarine role



The Royal Navy has a number of Depot Ships—for submarines, destroyers—and Repair ships which can undertake all but the most serious of breakdowns. H.M.S. Triumph, formerly an aircraft carrier, is being converted to a Heavy Repair Ship. H.M.S. Ausonia, pictured above, is a Heavy Repair Ship at present based on Malta